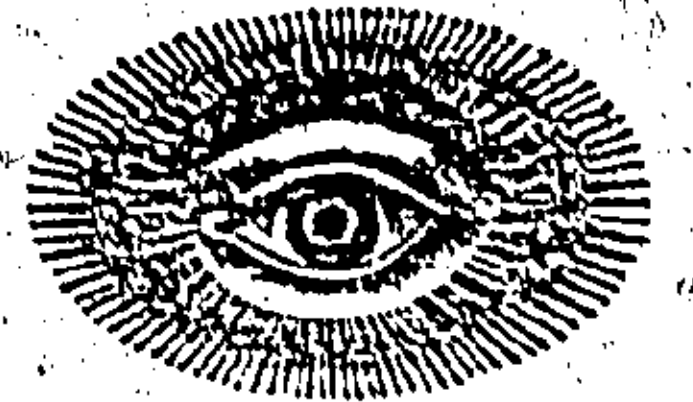


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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	8.55	9.15	10.09	12.02	1.15	2.37	3.00	4.37
Yammat ...Dep.	6.45	—	—	9.24	10.18	12.09	1.21	—	—	4.44
Shatin ...Dep.	6.57	—	—	9.36	10.25	12.21	1.34	—	—	4.56
Taipei ...Dep.	7.11	—	—	9.48	10.42	12.34	1.47	—	—	5.09
Taipei Market ...Dep.	7.18	—	—	9.53	10.48	12.38	1.51	—	—	5.13
Fanning ...Dep.	7.27	—	—	10.03	10.58	12.48	2.01	—	—	5.23
Shamshui ...Dep.	7.33	—	—	10.08	11.00	12.53	2.06	—	—	5.28
Shamshui ...Arr.	7.38	8.40	9.05	10.14	11.09	12.59	2.12	3.18	3.40	5.34
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	8.30
Shamshui ...Dep.	—	—	—	8.16	—	—	—	—	—	8.41
Shamshui ...Arr.	7.17	8.01	10.18	10.49	11.09	11.40	3.00	4.17	4.45	5.52
Fanning ...Dep.	7.31	8.08	10.25	10.54	—	—	—	—	—	6.24
Taipei ...Dep.	7.45	8.19	10.39	—	—	—	—	—	—	6.38
Taipei Market ...Dep.	7.52	8.22	10.39	—	—	—	—	—	—	6.45
Fanning ...Dep.	7.40	8.27	10.43	11.08	—	—	—	—	—	6.13
Shamshui ...Dep.	7.53	8.40	10.58	—	—	—	—	—	—	6.16
Shamshui ...Arr.	8.07	8.52	11.09	—	—	—	—	—	—	6.29
Yammat ...Dep.	8.18	8.58	11.14	11.31	—	—	—	—	—	6.41
Kowloon ...Arr.	—	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning ...Dep.	7.45	10.15	3.20	6.15
Shamshui ...Arr.	8.40	11.10	4.15	7.10
	A.M.	A.M.	P.M.	P.M.
Shamshui ...Dep.	8.15	9.00	3.00	5.00
Fanning ...Arr.	7.10	9.55	2.55	5.55

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10.00 A.M. “SUI AN” 6.00 P.M. “LUNGSHAN”
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ROYALTY AT BALMORAL.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 13th.
All the arrangements have been completed for the arrival of the King and Queen at Balmoral when the Royal couple go there for their holiday. This week officials connected with the Court left London for the North. Their Majesties will not have to do anything in the nature of ceremonials while they are at Balmoral. Their visit is a real holiday for them both, and although the Queen as usual will do a good deal of visiting in the neighbourhood, in quite an informal way, while the King will fish and shoot, the party will be in every sense a family affair.

It is expected that the Duke and Duchess of York, with little Princess Betty, will make a stay at Balmoral, and it has been arranged for Princess Mary and Lord Lascelles, with their two sons, to join the Royal party.

Greyhound Racing.

I hear that London bookmakers are in high good humour over the greyhound racing which is regularly taking place at the White City, Shepherd's Bush, under the control of the Greyhound Racing Association. They have every reason for enthusiasm, as they are “coining money” as the saying is. Figures available show that many of the leading men from Tattersall's Ring are included in the thousand or more bookmakers operating at the White City.

As the new sport grows in popularity so also the size of the wagers increases. It is current gossip that bets of £500 are by no means unusual, and the attraction of the sport for the gamblers is that there can be no doubt as to the result. Moreover, the bookmakers can afford to give reasonable odds, because it frequently happens that every dog in the pack is backed. Thus everyone is satisfied.

The backers say they can get better odds at the greyhound meetings than is possible on a race-course, and the bookmakers admit that with every dog being backed they find it much easier to make money. The trials of these dogs for the purpose of what is known as “grading” takes place in public, so that there is no secrecy anywhere. Lord Lonsdale, the sporting authority, has stated that greyhound racing is not sport in the sense that horse-racing is, and he gives it a couple of years as a craze which will then die out. He may be right, but that remains to be seen, and for the time being there is no doubt that the excitement of watching greyhounds pursuing the electric “hare” has captured the public fancy in London.

The “Beam” Wireless.

I hear that the Marconi Company's engineers at the great Chelmsford Works who are engaged on the “beam” system of wireless transmission have well-nigh perfected the invention for sending messages in facsimile. Experiments are being regularly carried out, and the experts are now dealing with transmission in a way that has exceeded all expectations. A speed of 300 words a minute has been attained.

The marvellous thing about this invention is that the actual handwriting is reproduced. Thus a telegram from London will be delivered in New York or Montreal or elsewhere exactly as it is presented for dispatch at the London station. I understand that great progress has also been made by the Marconi experts in the improvement of the system for the wireless transmission of pictures, and that the speed at which this can be done will surprise the public when details are available in the near future. This is as much as can be usefully said at the moment, for the tests are still in progress.

(Continued on next Column.)

BANDITS AND RED SPEARS.

ACTIVE IN TAN RIVER REGION.

LEADER EXECUTED AT TONGSHAN.

PEKING, August 24th.

According to our Tongshan correspondent, a large band of native bandits has made its appearance in the district of Chienanhsien, under the control of the Yungpingfu Prefect and not far from Tongshan, where they are attacking wealthy natives are holding their children for ransom. For instance, last month a gang of 50 bandits attacked Hsinchengchen and Hailongkow villages and carried away 20 rich natives whose relatives paid nearly \$200,000 as ransom for their release. Later, during the month of June about 300 bandits attacked the city of Chien and killed one Chinese police officer and wounded two policemen and then withdrew scot free with a large booty. Prior to their departure, the bandits set fire to the houses outside Chienanhsien city.

The notorious bandit leader of Chienanhsien, Kuo Cheng Ching, has been appointed regimental commander by General Feng Yu Hsiang, whose scheme is to disturb the rear of the Fengtien army inside Shanhaikwan. When brought before the military court, Kuo Cheng Ching confessed all his secret connections with Feng Yu Hsiang and he, therefore, was executed here by the authorities. But there are bands of native bandits and Red Spears who call themselves adherents of Kuo Cheng Ching and swear to take revenge for their late chief when opportunity occurs. Hence, Chienanhsien is far from normal at present on account of the presence of these lawless bandits and Red Spears.—A.N.A.

ROBBER DEFIES SEVEN MEN.

REMARKABLE CASE AT TIENTSIN.

A remarkable case of pusillanimity came to notice when a robber, armed only with a knife, entered a Chinese shop in the French Concession at Tientsin, where seven burly men were sitting and who allowed the intruder to take a sum of seven dollars from the cash-box and decamp without so much as lifting a finger to prevent him. The occurrence took place about 8 o'clock in the evening, when there was torrential rain, and the shop in question was an oil merchant's at 20 Rue Depasse, the proprietor of which is named Li Li Chang. The man actually had to put down the knife to take the money and yet no effort was made by any of the seven to prevent him leaving. It is, of course, not to be wondered at that there are armed robberies when such weakness is displayed.—Peking and Tientsin Times.

Automatic SOS.

There is, however, another development of wireless regarding which details are available. This is a device for equipping ocean-going ships with an automatic SOS signal from vessels in distress. So completely successful is the invention that it has been incorporated in the latest merchant shipping rules issued by the Board of Trade. It is probably well-known that the majority of ships only carry one wireless operator, who is, of course, on duty for a certain number of hours out of the twenty-four. It is possible, therefore, for some distress signals to be missed while he is resting or sleeping. An automatic alarm will recall him to duty by ringing a bell in his cabin, and also on the captain's bridge. This automatic device is put into operation when a ship in distress sends out three four-second dashes before the actual SOS signal.

I am informed that the automatic alarm means a great deal of activity at the Marconi Works, which are scarcely able to cope with the orders for the new instruments that are pouring in from shipping companies at home and abroad. The apparatus was invented by one of the Marconi engineers, Mr. W. J. Davis, who is attached to the Designs Department at Chelmsford.—H.B.

DIARY OF EVENTS.

To-day.

Mid Autumn Festival (Chung-ch'iu-chieh).
Bankruptcy Court, 10.30 a.m.
St. Peter's Club Picnic for Blind Home inmates. Start from Star Ferry Wharf, 2.30 p.m.
Naval and Military Y.M.C.A.s.—Launch Picnic. Launch leaves Queen's Pier, 2.15 p.m.; Kowloon, 2.30 p.m.
Cricket: I.R.C. v. R.A.O.C., on I.R.C. ground, 2 p.m.
Lawn Bowls League: Division I: Kowloon Dock R.C. v. Tai Koo R.C. Division II: Tai Koo R.C. v. R.H.K. Yacht Club.
Hong Kong Baseball League: “Dragons” (S.C.A.A.) v. Philippines, Happy Valley Diamond, 4 p.m.
Friendly Football: Club de Recreo 2nd XI v. H.M.S. Durban, 3.45 p.m.; Club de Recreo 1st XI v. R.A.M.C. 5 p.m. (Both Matches at King's Park).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: T. Institute v. St. Peter's Club (S.C.A.A.).
Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.
Repulse Bay Hotel Carnival (Whitely Smith's Jazz Band).
Promenade Concert by Band of 1st Cameronians, Ede Memorial Park, Kowloon Long, 8.30 to 11.30 p.m.
Concert at Kowloon Cricket Club for Service men, 8.30 p.m.
Queen's Theatre: “Wanderer in the Wasteland.”
World Theatre: “Hey! Hey! Cowboy.”
Star Theatre: “The King on Main Street.”
Principal Mails:—Outward: Europe via Marseilles, etc. (Kamo Maru), 9.30 a.m.
Sunday.
13th Sunday after Trinity.
Interport Bowls: Trial games at Craigiebowls C.C., 3.30 p.m.
Inter-Departmental Bowls Competition:—Semi-final: Small Units v. Police, Happy Valley, 3.45 p.m.
H.K. Baseball League: H.K. Baseball Club v. Club de Recreo, Happy Valley Diamond, 4 p.m.
Naval and Military Y.M.C.A.s.—Men's Meetings: “Cheer O,” 7.45 p.m.; “Belt It On,” 8 p.m.
Open-air Concert by 1st Northampton Band, Kowloon Dock Bathing Beach, 8.30 p.m.
After dinner dance, Lee Gardens.
Principal Mails:—Inward: Europe via Negapatam, papers (Alipore), Manila (President Grant).
Monday.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Water Polo League: 2nd Scots Guards v. K.O.S.B.; V.R.C. “A” v. Royal Navy.
Ping Pong League: Club de Recreo v. S.C.A.A. (C.C.Y.M.S.).
Dinner Dances at Cafe Restaurant Parisien.
Social for Service men at St. Peter's Young Men's Club, 8.30 p.m.
Principal Mails:—Inward: Manila (Empress of Asia); America, etc. (President Harrison and President Lincoln); Calcutta and Straits (Laisang).
Outward: Canada, U.S.A., etc. Europe via Siberia and via San Francisco (President Grant), 5 p.m.; Manila (President Harrison), 5 p.m.
Tuesday.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Water Polo League: K.O.S.B. v. K.B.S.F.P.A. “B”; V.R.C. “A” v. K.B.S.F.P.A. “A.”
Ping Pong League: W.Y.O.B.U. v. T. Institute (C.C.Y.M.S.).
Dinner Dances at Cafe Restaurant Parisien.
Principal Mails:—Outward: Canada, America, etc. Europe via Siberia and via Vancouver, B.C. (Empress of Asia), 10 a.m.
Wednesday.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Water Polo League: K.O.S.B. v. K.B.S.F.P.A. “B”; V.R.C. “A” v. K.B.S.F.P.A. “A.”
Ping Pong League: W.Y.O.B.U. v. T. Institute (C.C.Y.M.S.).
Dinner Dances at Cafe Restaurant Parisien.
Principal Mails:—Outward: Canada, America, etc. Europe via Siberia and via Vancouver, B.C. (Empress of Asia), 10 a.m.
Thursday.
Legislative Council Meeting (Debate on Budget), 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

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CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, HONG KONG.

SUNDAY SERVICES, 1927, 15th Sunday After Trinity.

Holy Communion at 8 a.m. (Choral).

Matins at 11 a.m.

Prætor—Rev. W. T. Featherstone.

Evangelist at 5 p.m.

Prætor—Rev. C. T. Blanchett. [97]

UNION CHURCH (Kowloon Road).

SUNDAY SERVICES, September 11th:—

Sunday School at 9.45 a.m.

Morning Service at 10.30 a.m.

Hymns: 32, 659, 758, 188 and 412.

Prætor—Rev. J. Kirk Macdonald.

Evening Service at 8 p.m.

Hymns: 64, 470, 261 and 678.

Prætor—Rev. Frank Short.

WEDNESDAY, September 14th, at 8.15 p.m.

Soldiers and Sailors' Christian Association. [95]

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SUNDAY SERVICES, September 11th, at 11.15 a.m.

Subject—"SUBSTANCE."

Wednesday Evening Meeting at 5.30 p.m.

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CIVIL AVIATION IN INDIA.

COLONEL SHELMEIDINE'S SUGGESTIONS.

ALLAHABAD INDIA'S NATURAL AIR JUNCTION.

Bombay, August 17th.

Karachi, August 18th.—"Here in India, we have an ideal country for commercial air transport," declared Colonel Shelmeidine, Director of Civil Aviation (India), in the course of a detailed survey of the present position and future possibilities of civil aviation, on the occasion of his first official visit to Karachi.

Colonel Shelmeidine continued that the distances were great, the means of communication not too good but climatic conditions were favourable.

He suggested three air routes which should be the first to be developed, namely, Karachi to Delhi, Karachi to Bombay and Calcutta to Rangoon.

He regarded the through route from Karachi to Calcutta as the main route of India, and after the three routes mentioned had been developed, the next route should be from Bombay to Calcutta, joining the main trunk route at Allahabad. It appeared to him that in future Allahabad would be the main air junction of India, for here there would meet the main cross-India route, and the routes from the north-west and south-west of India.

Quicker Transport.

In his opinion, if a regular weekly service could be provided from Europe or Egypt to Karachi, the extensions from Karachi to Delhi and Bombay would be of great value for the carriage of mails and passengers. Even with a weekly service only from Egypt a saving of seven days in transit between London and Karachi could be effected, and with the extensions to Delhi and Bombay there would be a further saving of six days in the former case and four days in the latter.

These steps would have to be taken before the people of India could be asked to come forward with the necessary capital.

Colonel Shelmeidine considered that the first essential was ground organisation—the establishment of aerodromes with the necessary equipment, such as hangars, workshops, emergency landing grounds at suitable distances along all the routes, wireless and meteorological services, and lastly, the lighting of the routes for night-flying.

Preliminary Organisation.

The preliminary organisation was already in hand, but the services could not be started until efficient ground organisation had been provided, which involved considerable expenditure.

India to-day was more backward in matters of aviation than any other nation, and she should speed more. But while the ground organisation was being prepared, much could be done to advance civil aviation in India; such as the recruitment and training of Indians to control flying operations, the bringing up-to-date of the flying legislation of India and the establishment of training centres.

As soon as a sufficient demand was created in India, the De Havilland Company would open a subsidiary factory, as had been done in Australia and Canada. Other manufacturers would follow suit and start the aircraft industry, resulting in the training and employment of Indians in all branches of manufacturing and operation.

MANCHURIAN TRADE WITH JAPAN.

MR. YAMAMOTO SEES HOPES OF DEVELOPMENT.

HUGE IMMIGRATION.

A dinner was given by a number of Osaka business men on August 23rd at the Sakai Restaurant in honour of Mr. Yamamoto, President of the South Manchuria Railway Company, who visited Osaka on his way to his new post.

In the course of his response to the toast of his health, Mr. Yamamoto said that it was at the earnest request of the Premier that he had accepted his present position, and now that he had taken it up, he was determined to do his utmost to discharge his duties successfully. Although the South Manchuria Railway Company was a business concern, the mission with which it was charged was very important. He regretted that he could not state his business policy in detail, as he had not yet had an opportunity of inspecting the various phases of the company's activity on the spot, but he could so far assure those present that he meant to operate all lines of business in which the company was interested. For the successful operation of all business, he needed the support of the Osaka business men, and hoped that such help would be given him ungrudgingly.

According to the latest investigations made by the head office of the South Manchuria Railway Company, Mr. Yamamoto went on, the number of Chinese who migrated from the main provinces of China into Manchuria and Mongolia exceeded 2,500,000 every year, and it was easy to imagine that Manchuria would make remarkable development in future by means of this increasing labour available. He hoped that Japan's trade with Manchuria would go on growing until it was bigger than the returns of her trade with South and North China put together.

It was thirty-seven years ago that he first went to Yinkow to purchase bean cake, the speaker recalled, and he was then the only Japanese in the whole of Manchuria. The sole male Japanese he meant to say, for he explained that there were five Japanese women there already. Now the Japanese residents in Manchuria totalled something like 200,000, while the Korean settlers were roughly put at 1,900,000. If the main provinces of China continued in a turmoil as hitherto, there would certainly be a remarkable development of Manchuria. To this prospect Mr. Yamamoto desired to direct the particular attention of the Japanese public.—*Japan Chronicle.*

1,500,000 C.O.D. USERS A YEAR.

STEADY ACCEPTANCE OF NEW POST OFFICE SCHEME.

About 1,500,000 parcels are now being posted annually under the cash-on-delivery service, stated Sir William Mitchell-Thomson, the Postmaster-General, in an interview.

In the first 12 months' working of the scheme, 1,073,749 parcels were posted.

During the past two financial years, he added, a total of 222,513,000 has been expended on development of the telephone system, and the present rate of expenditure is roughly 21,000,000 a month.

CRUDE RUBBER SHORTAGE.

WITHIN THREE YEARS.

CONSUMPTION INCREASING MORE RAPIDLY THAN OUTPUT.

The world faces "a shortage of crude rubber within three years despite the discovery of bud grafting and new planting," William O'Neill, president of the General Tyre and Rubber Company, said before he sailed on the *Aquitania* to study the rubber situation in England. At the same time Frank R. Henderson, president of the Rubber Exchange of New York, received a report from Major Henry Gough in the Malay States, telling of new successes in bud grafting experiments.

Mr. O'Neill based his prediction of a shortage on an observation that consumption is increasing much more rapidly than production of crude rubber. Because of the natural increase in the demand manufacturers are agreed on this point, differing only as to when a shortage will be felt, he said. This year has witnessed a gain in the industry of approximately 15 per cent. over 1926, he said, pointing out that the trade as a whole is using more crude rubber.

Frank R. Henderson, president of the Rubber Exchange, was understood in some quarters when he recently referred to the bud-grafting system, through which it is entirely likely that production can be doubled, or even more than doubled," he said. "Some took his remarks to mean that cheaper rubber could be expected within a very short time, but they failed to take into consideration the fact that it requires eight years for rubber plants to reach the productive stage."

Fallacy in Edison's Plans.

Mr. O'Neill said that rubber manufacturers do not expect Thomas A. Edison's experiments to have an appreciable effect on the situation.

"I don't say that he can't get a plant that will produce rubber," he explained, "but when Edison attacks a farm product where labour is paid only 20 cents a day, he isn't following the lines laid down by most manufacturers. They go after the high cost line."

He pointed out that labour costs in the rubber producing centres average about 12 cents a pound, based on a daily wage of 20 cents. In America, he said, where farm labour receives approximately \$5 a day, discovery of a plant that would grow here and yield even three times as much rubber as the best producers in the Straits Settlements would make production costs prohibitive.

Despite the belief that there will be a rubber shortage in three years, Mr. O'Neill sees no immediate prospect for increased tyre prices. However, he does think that tyre prices will be higher next year, as he expects the price of crude rubber to advance.

The tyre business as a whole, he said, is good and manufacturers are making money. Last year, he said, they took a loss because of the rapid decline in the price of crude rubber.

The Rubber Exchange, he said, is aiding in a gradual shift of the rubber market from London to New York. Each year sees more and more rubber shipped directly to New York, he added, and this eventually will result in New York and Singapore becoming the world's chief rubber markets.

Reports On Bud Grafting.

The reports received by Mr. Henderson indicate that through bud grafting Major Gough has successfully and consistently made trees yield from 70 to 95 pounds of crude rubber of latex a year, while the average yield is 34 pounds a year. This would indicate a yield of 7,000 pounds to the acre. In a long report on his experiments Major Gough says in part:

"Look wherever you will, indigo, ordinary vegetables, what root crops, all have been improved beyond recognition in comparatively few years. Trees and bushes also; cinchona, pears, oranges and other trees have shown that trees also do not differ but can be greatly improved."

"It does not need a great effort of imagination to picture a not too distant future when companies having by degrees planted new areas with ever increasingly higher yielding material will be earning with rubber at 5d. a pound as high dividends as they at present enjoy at 3d. a pound. When that time arrives new uses of rubber will have come to stay. A large consumption of rubber for roads, for hulls of ships, or for any purpose which would consume vast quantities, would then be in the realm of practical commercial invention and possibilities if it were known that the supply could be met readily and regularly.—*New York Herald-Tribune.*

QUEEN'S THEATRE

TO-DAY AT 2.30, 5.10, 7.15 & 9.20.

Made Entirely in Natural Colours

ZANE GREY'S WANDERER OF THE WASTELAND

WITH

Jack Holt, Noah Beery and Billie Dove

— ALSO —

At All Performances To-day

THE BROADWAY FOLLIES

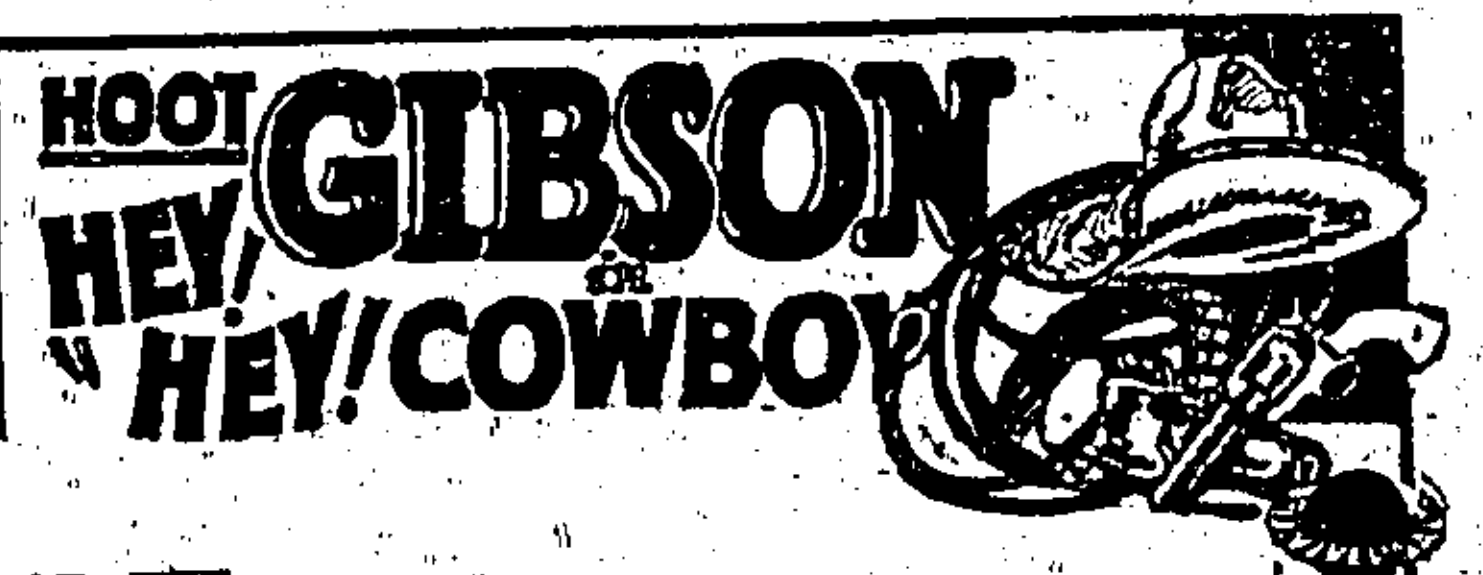
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A COMPLETE CHANGE OF PROGRAMME INCLUDING THE

FOLLIES' SPECIAL

(Performances begin promptly at the times advertised.)

USUAL PRICES EXCEPT AT 2.30 & 7.15.



AT THE
WORLD
TO-DAY AT 5.15 & 9.20 only
At 2.30 & 7.15—Chinese Love Drama
(Second Part.)

The merry story of a King who lost his heart and nearly lost his throne—

ADOLPHE MENJOU and BESSIE LOVE

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THE KING ON MAIN STREET

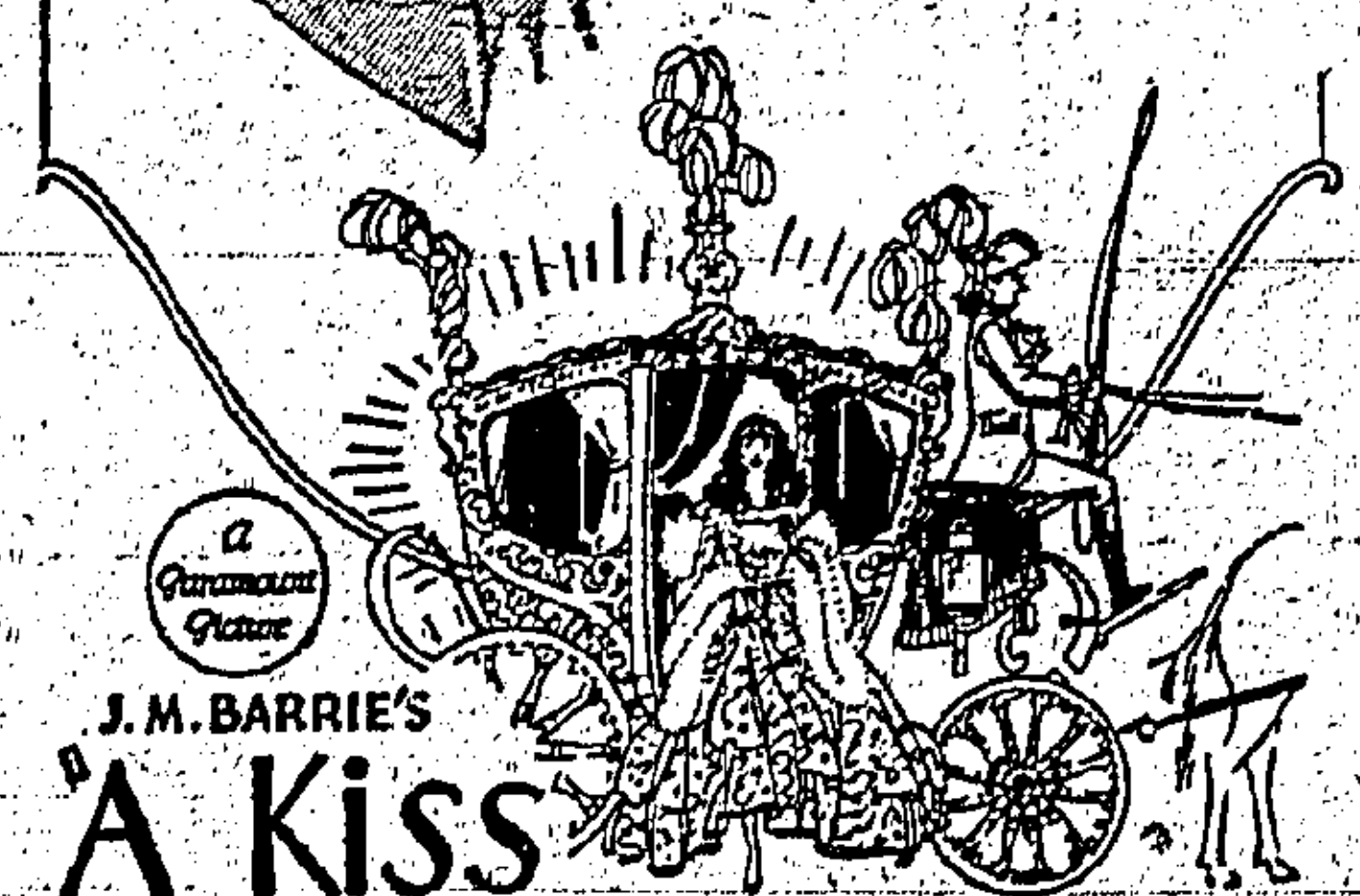
AT THE
STAR
TO-DAY ONLY
Continuous from 2.30 to 11.15.

COMING TO THE QUEEN'S



WITH
BETTY BRONSON
TOM MOORE
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HERBERT BRENON
PRODUCTION
ADOLPH ZUKOR PRESENTS

THE STORY of a little London waif who loved a policeman and cherished a wonderful dream that came true.



J.M. BARRIE'S
A Kiss For Cinderella
THURSDAY to SATURDAY, SEPT. 15th to 17th.

BOOK YOUR SEAT NOW!

THE ORIENTAL STROLLING PLAYERS

Commence their Season at the

LEE THEATRE

on Tuesday, September 13th, at 9.30 p.m.

With them will be the Band of the

1st BN. THE NORTHAMPTONSHIRE REGIMENT

(By kind permission of Lt.-Col. S. H. J. Thunder, C.M.G., D.S.O., M.C., and Officers.)

Need we say more in promising a thoroughly enjoyable evening's Entertainment!

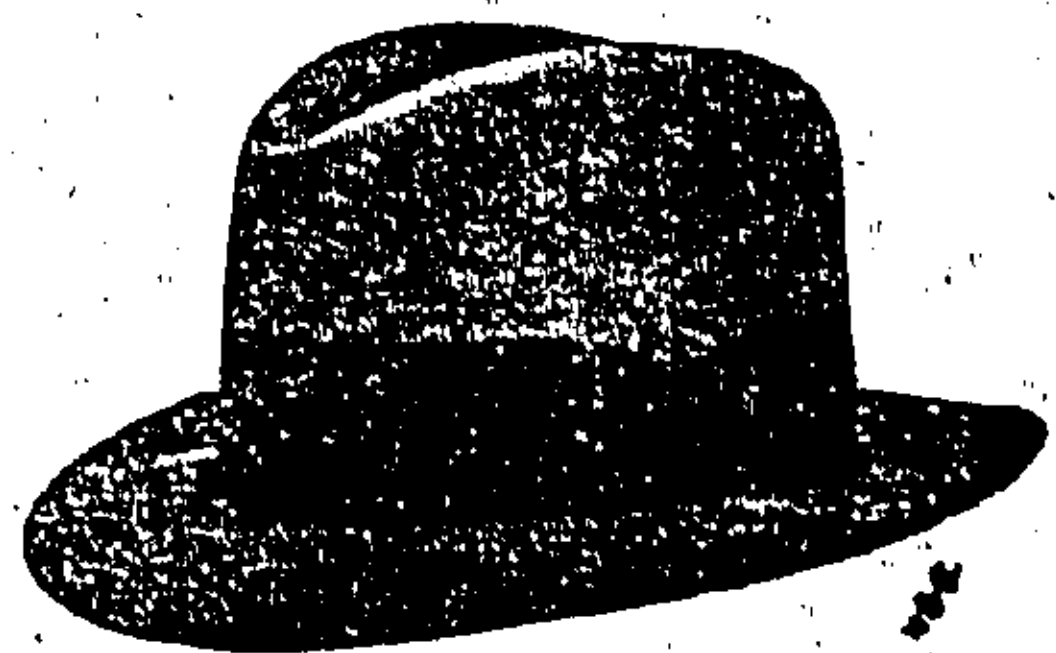
Music! Revue! Dancing! Singing!

BOOKING AT THE THEATRE OR AT MOUTRIE'S.

Prices:—\$3, \$2, \$1.



Quite naturally, the man who knows that appearance *does* count selects a HENRY HEATH Hat with the certainty that by so doing he secures advantage of style, quality and durability.



THE "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim, suitable Town and Country wear. Colours: Buffs, Browns and Greys.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

Fun O' The Fair.

Send your White Elephants, please!

The Military Branch of the Hong Kong Women's Guild and Ministering Children's League are arranging

A WHITE ELEPHANT STALL

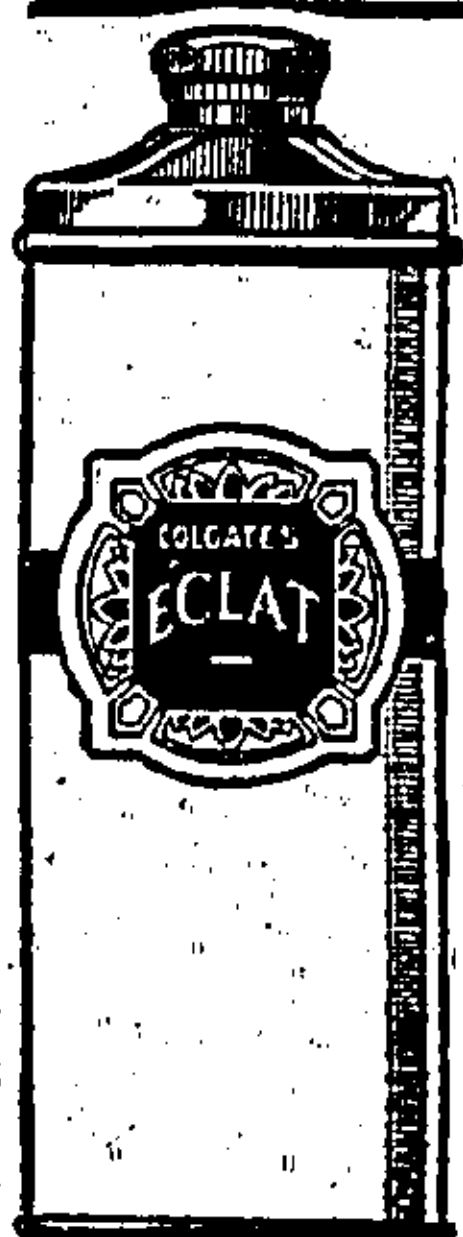
at LEE GARDENS on 1st OCTOBER, 1927.

Everyone has a White Elephant
One Man's Meat is another Man's Poison
Everybody's loved by someone.

Your White Elephant may be just what your Neighbour pines for.

Send your White Elephant as soon as possible to

MRS. R. A. F. ROBINSON,
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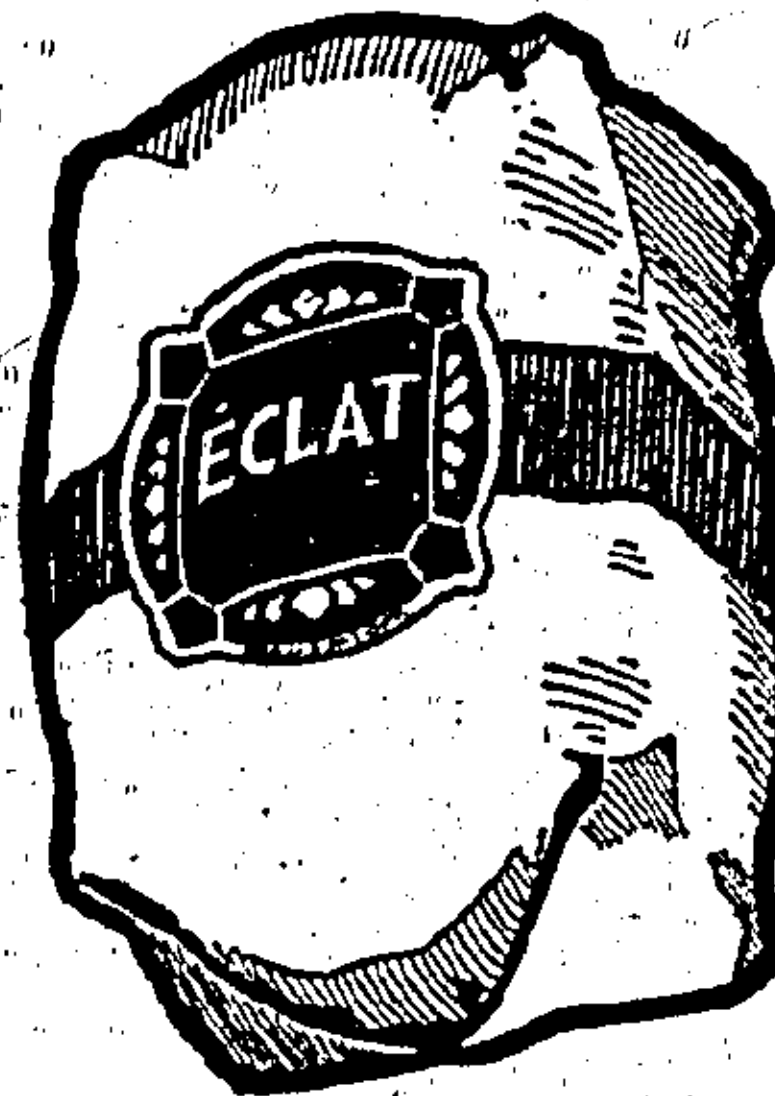
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THE TWO SUPREME TOILET LUXURIES.

SOLE AGENTS:

HONG KONG TRADING COMPANY.

Lubricants
SONNY MOTOR OIL

THE HANKOW SITUATION.

ATTEMPTS TO RESTORE NORMAL BUSINESS.

UNIONS FRANKLY BOLSHEVİK.

Quietness continues to reign in Hankow, says the C. C. Post, and the situation continues to improve. The dearth of soldiery has induced confidence and merchants are now endeavouring to do business as far as their limited stocks will permit. For the first time for weeks the salt shops opened Wednesday (August 31st) and while there was very little business both on account of shortage of stock, and the demand for silver, the fact remains that an attempt is being made to get back to normal conditions.

Central Bank of China notes fell again during the day to 235 per \$100 of foreign money but during the morning a little business was done at 210. Treasury notes remained the same, purchasing value varying from fifty to sixty cents. The ten thousand tiao of coppers which were reported as issued to the Hupoh money union were finished early in the morning. Assuming that the full amount was given out, and there were many disappointed would-be changers of treasury notes into copper coins, the whole tone at the same time was lighter. Periodical reports of huge Southern victories were issued which considerably assisted matters, in spite of the fact that the majority of people are indifferent and the minority rather sceptical.

Sun Wen Dollars.

Wednesday we were informed that the Wuchang mint has now reopened for the purpose of coining silver dollars. We have no information as to when these dollars will be issued, but are informed that they will bear the effigy of Dr. Sun Yat Sen and will in all respects be similar to those which are reported as being used in Shanghai. To the merchant in Hankow it will be a matter of indifference whose head the coin bears so long as the silver contents are up to standard. In any case the sight of real money will go a long way toward restoring confidence.

Union Dissatisfied.

There appears to be a good deal of unrest among the labour unions even though they have been reorganised. From all accounts they are frankly bolshevik which after all is natural. They were originally a bolshevik institution and under this regime had a good deal of their own way. Since the Government has laid a restraining hand upon them they have begun to feel the pinch. Businesses which could not be made to pay have taken advantage of the return to sanity of the Government and have discharged a number of workmen who, while they had the whip hand, used it to paralyse business. Some of the banks have discharged employees who were mere embezzlers and agitators instead of workers, and generally a struggle has been going on to revive business on sound lines.

The unions are now reported to have approached the Government with a view to reverting to the Communist order of things. They state that they were much better off under that regime, as they could dictate to the employers as to who should be employed, and that the action of several of these employers in discharging men is equivalent to oppressing the workmen, which cannot be allowed.

It is further reported that the Government has instructed the labour department to look into the matter and that a conference has been called with the object of investigating conditions and of inducing employers to retain as many men as possible.

Communist Cells.

The Government is now apparently alive to the fact that most of the schools contain communist cells which are being maintained by bolshevik interests. From information in our possession there is no doubt that this is so, and it is a source of satisfaction to note that precautions are being taken to prevent the spread of this pestilence and to root out the cause where possible.

On Tuesday troops and police were despatched in parties of from two to half a dozen to the various schools with the object of assisting the school authorities in getting rid of the menace where it was known to exist. Practically every school throughout the country both north and south is affected.

LOCAL COMPANIES.

BALANCE SHEETS SUMMARISED.

A USEFUL HANDBOOK.

Messrs. Benjamin & Potts have issued a very useful handbook dealing with the financial records of the principal public companies in Hong Kong for the past five years.

The yearly balance sheets have been summarised and as the figures given cover the period before and after the strike they are of particular interest.

"There is," says Messrs. Benjamin & Potts, "no doubt that prices of most stocks are to-day at their lowest level, and we can, with confidence, look forward to a steady improvement in rates."

PERAK POWER SCHEME.

SWITCHGEAR ORDER FOR METROPOLITAN-VICKERS.

An important contract, covering the supply of all the outdoor switchgear required for the Perak River hydro-electric scheme has been placed with the Metropolitan-Vickers Electrical Company.

The scheme includes the provision of a main water power station at Chenderoh with a 68,000-volt transmission line extending about 65 miles to the south, 15 sub-stations to distribute the power at 22,000 volts and 6,600 volts, and a stand-by steam power station at Malim Nawar near the southern end of the system.

The consulting engineers for the scheme are Messrs. Rendel, Palmer and Tritton, and the main contractors are the Universal Engineering and Development Company.

A Large Order.

A switchgear to be supplied by the Metropolitan-Vickers Electrical Company includes more than one hundred oil circuit breakers and about 700 isolating switches for 65,000, 22,000 and 6,600 volts service, together with all the necessary constructional steelwork for outdoor installation of this gear.

Twenty-eight of the 6,600 circuit breakers, in seven sub-stations from which power will be supplied to consumers, will be motor-operated and equipped with automatic reclosing devices for rapid restoration of service after temporary faults on the circuit.

The contract includes, in addition, the provision of the control board and switch-gear for the station accessories for the main power station and an 8-panel switch-board of 6,600 volt metal-clad units for the steam power station at Malim Nawar.

With the exception of the contract recently completed by the Metropolitan-Vickers Electrical Company for the Witbank scheme of the Victoria Falls and Transvaal Power Company the present contract for Perak is probably the largest order for outdoor switchgear ever placed with British manufacturers.—Straits Times.

IRON ORE FOR JAPAN.

SUPPLIES FROM MALAYA.

The State Ironworks at Yawata may be freed from the dearth of ore which has confronted the management with a knotty problem. The Ironworks require a million tons of ore a year, for which the management draws on the Hanyang Mining Company for 500,000 tons, on the Taichang mine for 200,000 tons, on the Johore mine for 200,000 tons and on the Kuantan mine for 200,000 tons. The disturbance in China however, often cut off the promised supply from the first two companies and the Ironworks had to make inroads into their holdings to the tune of more than 300,000 tons last year. The outlook in China is such that the supply will not be improved in the near future and arrangements have been practically completed with the Kuantan Mining Company to get 300,000 to 400,000 tons of ore a year from the mines the company operates at Talang on the Malay Peninsula. The agreement will become operative with the authorisation of Mr. Nakahashi, Minister of Commerce and Industry.—Japan Chronicle.

RUBBER DIVIDENDS.

Messrs. Carroll Bros. have been advised of the following dividends on rubber shares:—

Teluk Anson.—5 per cent. interim on both fully and partly paid shares.
Nyalas.—8 per cent. final.
Bukit Katil.—12 per cent. final.

COLONY'S WATER SUPPLY.

NO SHORTAGE!

MORE WATER BEING USED.

The Water Return issued by the P.W.D. and dated September 1st shows that all reservoirs in the Colony were full during August. Both in the Island and at Kowloon the amount of water consumed per head per day shows a considerable increase on last year.

The figures are as follow:—
Storage in Millions and Decimals of Gallons.

	1926.	1927.
Tytam	343.89	384.50
Tytam Byewash	12.63	22.37
Tytam Intermediate	193.90	153.50
Tytam Tuk	1,410.00	1,419.00
Wong Nei Chung	13.08	20.34
Pokfulam	47.73	68.00

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of August was:—

	1926.	1927.
Consumption	272.29	333.42
Population	404,190	414,500
Consumption per head per day	21.7	25.9

Intermittent supply in all Rider Main Districts up to the 1st and full supply in all Rider Main Districts from 2nd to the 31st August, 1927.

KOWLOON WATER WORKS.

Storage in Millions and Decimals of Gallons.

	1926.	1927.
Kowloon Reservoir	332.50	332.50
Shek-lai-pui Reservoir	100.80	100.80
Reception Reservoir	—	—

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of August was:—

	1926.	1927.
Consumption	99.91	106.13
Population	136,460	161,500
Consumption per head per day	17.1	21.9

There was a full supply in all districts during August 1926 and 1927.

The Government Analyst's reports show that the quality of the water is satisfactory.
The total rainfall to August 31st in 1926: 74.78. In 1927: 93.09.

SIAM'S SEASIDE RESORTS.

DEVELOPMENT PROJECTS.

Siam has decided to seriously develop a number of seaside resorts on the West Coast, and a Board, established for the purpose of organisation, has hit upon a novel way of raising the necessary funds for fulfilment of the Board's plans. The members, with the advice of Sir Edward Cook, have come to the conclusion that a railway surcharge offers the best method of producing the funds desired.

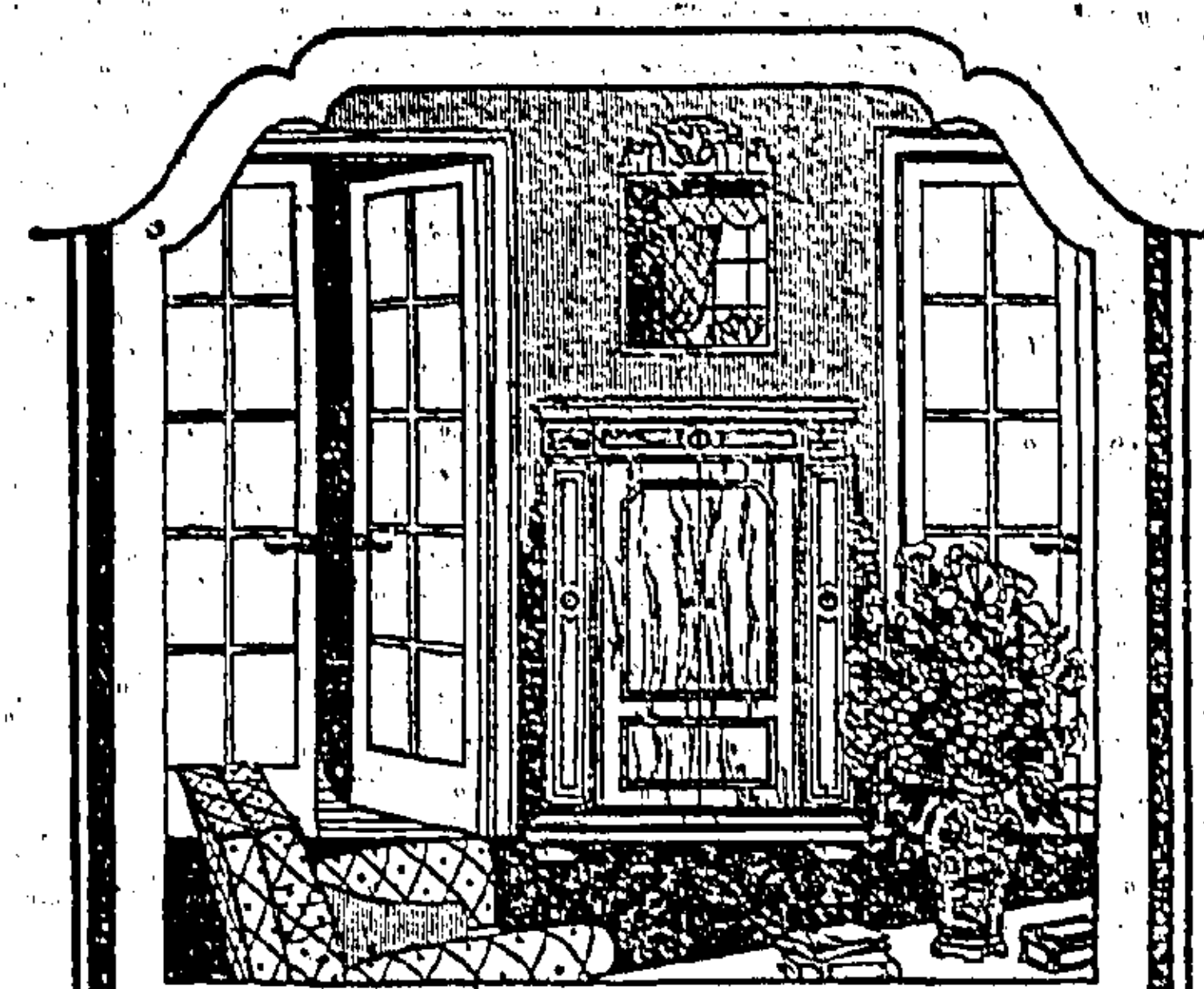
One reason apparently for coming to this decision is to quieten local oppositionists who declare that the seaside resorts scheme is only for the benefit of foreigners at the expense of the Siamese. From all stations in the Kingdom to stations within the zone in which the Board will operate, first class passenger will pay a surcharge, or entrance fee, of forty satangs; second class twenty satangs; and third class passengers ten satangs. On leaving any point within the zone no surcharge will be payable and those travelling from station to station within the zone will pay nothing in the way of an extra charge. For example, a first class ticket from Bangkok to Hua Hin costs Tcs. 13.60; when the surcharge is operating it will cost Tcs. 14. A return ticket from Hua Hin to Bangkok will remain as at present.

The railways will receive nothing from the surcharges, but will merely act as collectors and hand over the extra proceeds to the Board. The scheme will be watched with good deal of interest, both within and without Siam. The zone selected is the driest and most equable in temperature in the State, and the King is taking the keenest personal interest in the project.

HARBIN'S PROSPEROUS TRADE.

SOME NAVIGATION FIGURES.

The great height of water in the river Sungari this season has given all steamers and barges plenty of work and up to the 1st August more than 20,000,000 pounds of grain has been brought to Harbin, as well as 1,600,000 pounds of timber, 600,000 pounds of coal. From Harbin nearly 2,000,000 pounds of textiles and hardware have been shipped to the river villages. All the above figures are record ones and must considerably increase the trade of Harbin. This autumn the river fleet will have time to bring more timber and firewood to the town and thus reduce prices of fuel, which are now very high.—Peking and Tientsin Times.



A legacy
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music

THIS distinguished instrument brings you the great music of yesterday and today. . . . Mighty symphonies interpreted by celebrated organizations. Modern fox-trots and waltzes, played by the leading dance-orchestras of the season. Deathless arias. Popular songs of the moment. . . . all reproduced with absolute fidelity. We will be glad to play your favorite selections. Come in—today!

S. MOUTRIE & Co., LTD.,

Victor Distributors.

The New
Orthophonic



Victrola

THE LATE SIR ROBERT JARDINE.

HIS FORTUNE AND WILL.

The late Sir Robert Jardine left a fortune of £1,831,000 sterling. He left to his wife, Dame Ethel Mary Piercy, or Jardine, a legacy of £50,000, free of all duties, as well as a free yearly annuity of £20,000 in addition to the annuity of £1,000 secured by contract of marriage in the year 1894. He left to his daughter, Mrs. Violet Margaret Florence Buchanan Jardine, or Peel, and her issue under trust conditionally £100,000 free of all duties. His heritable estate in Scotland and real estate in England, free of all duties along with the residue of his estate, he left to his son, John William Buchanan Jardine. He left a legacy of £2,000 free of all duties to John Malcolm Aitken, his factor and confidential adviser. His large interests in the assets in Jardine, Matheson & Co., Ltd., Hong Kong, Shanghai, China, Japan, etc., are left in the hands of his trustees with full discretionary powers as to realisation or flotation as public or private companies, either at home or abroad, and to remunerate any person by gift or pension, and to appoint cashiers of their own number. As registered holder of 5,000 preference shares of £1,000 each numbered 101 to 5,100 inclusive in Jardine, Matheson & Co., Ltd., which holding confers certain powers, his trustees are directed to hold said shares in their discretion for a period of 21 years after his death. His trustees are his wife Dame Ethel Mary Piercy, or Jardine, his cousin James Jardine Bell Irving, Makerston, Kelso (formerly, Rokeby, Barnard Castle), James Stewart, W.S., his solicitor, and his son, John William Buchanan Jardine, who have full power, unlimited privileges, and immunity from Trust Law. And he further appoints his trustees to be executors.

OBITUARY.

REV. IVAN D. ROSS.

Rev. Ivan D. Ross, formerly a missionary in China, who was deputising on the Guernsey Wesleyan Circuit, was found dead with his throat cut on St. Martin's Cliff, Guernsey, on August 11th. Mr. Ross was to have taken up an appointment shortly at Llanelwedd, North Wales. He was the son of a Wesleyan minister, and about 40 years of age. Graduating at Cambridge, he entered the Wesleyan ministry in 1912, and immediately went out under the Wesleyan Methodist Missionary Society to China. He was first on the staff of the Wesley College, Wuchang, and on the foundation of the Central China University, Wuchang; three years ago he was transferred to that institution. He left China owing to ill-health before the present troubles became acute, and visited his wife's home in Australia, with their two children, before going to England. His health had recently considerably improved.

THE BAG SNATCHING NUISANCE.

OFFENDER SHARPLY PUNISHED.

One of the colony's bag snatchers was before the Magistrate at Kowloon yesterday and received punishment that he is not likely to forget. He was arrested at Nathan Road on Thursday evening after he had snatched a hand-bag from Mrs. J. A. d'Almeida. She was in Nathan Road near Sai Foe Terrace, when the defendant came up to her from behind and wrenched away her bag, which contained \$12, and a number of articles.

The offender ran off at top speed, but unfortunately for him, Mr. J. M. Luz chased him to Jordan Road and caught him. The thief, who was quite a young fellow, was handed over to the Police.

At the Kowloon Magistracy yesterday morning, Sgt. Hargreaves told his Worship that in view of the numerous cases of snatching, he must ask for a heavy sentence.

Mr. W. Schofield ordered six months' hard labour and 20 strokes of the birch.

HEALTH BULLETIN OF EASTERN PORTS.

The health bulletin of Eastern ports for the week ending September 8th states:—

Flague.

- 1 case at Suez.
- 1 case at Bassin.
- 1 case at Bombay.
- 1 case at Colombo.
- 1 case at Singapore.
- 1 case at Saigon.

Cholera.

- 31 cases at Basrah.
- 10 cases at Calcutta.
- 24 cases at Madras.
- 1 case at Manila.
- 1 case at Bangkok.
- 1 case at Saigon.
- 2 cases at Tourane.
- 1 case at Macao.
- 22 cases at Shanghai.
- 18 cases at Amoy.
- 10 cases at Canton.

Small-pox.

- 1 case at Basrah.
- 2 cases at Bombay.
- 4 cases at Calcutta.
- 2 cases at Madras.
- 1 case at Vizagapatnam.
- 1 case at Sourabaya.
- 1 case at Bandjermasin.
- 1 case at Saigon.

THE KWANGTUNG KUOMINTANG.

STATEMENT OF POLICY.

RE-UNION AND RECALL OF CHIANG KAI SHEK.

[FROM OUR CHINESE CORRESPONDENT.]

The Executive Committee of the Kwangtung branch of the Kuomintang, following the recent conference of the party, have issued a long statement with regard to their attitude towards the Hankow-Nanking Re-union, the prosecution of the campaign against the North and the recall of Chiang Kai Shek. The statement, which is of a discursive nature, reviewing the events of the last few months, regrets the fact that the Communist element obtained undue influence in the Kuomintang and created serious dissensions resulting in the setting up of the Nanking Government "by which our members, led by Chiang Kai Shek broke free from an iron tyranny. Now that the Government of Hankow has driven these extremists into Hunan and Hupeh, there is no reason why the Kuomintang should not be re-united, and, we consider that the Nanking Government is doing right in furthering this aim with a view to securing union peace for our country. We call on all people, of all classes, to support the present Government at Nanking. We are anxious to continue our support of the Northern Expedition, whose work on behalf of the revolution is near success, and we believe that our armies will soon occupy Peking.

This conference, called on August 31st, to promote the work of co-operation and re-union in our party now calls for a re-organisation of the Government, to which loyal Kuomintang leaders, who up till now have been at Hankow, shall be admitted. It asks that former jealousies and disagreements be forgotten and in particular that General Chiang Kai Shek be re-instated as Commander-in-Chief.

The conference also passed four resolutions which can be summarised as follows:—

1. Now that the Northern Expedition is on the point of success we call upon all Kuomintang comrades in Hunan, Hupeh and Kiangsi to unite with us of Kwangtung. Our cause is the same, we are all fighting for the revolution, and we ask for a co-operation that will disregard provincial jealousies. Differences in our ranks are the work of the Communists.

2. We are carrying on with the task of exterminating the Communists in Kwangtung and we specially appeal to comrades in Hunan and Hupeh to assist in this work as large numbers of extremists have taken refuge in those provinces. The authorities are asked to take more drastic measures against these disturbers of the peace.

3. The Central Executive at Nanking, and the Kuomintang in general, is asked to drive out and deal severely with all self-seeking and disloyal members. If the Kuomintang continues to harbour people of that sort they will ally themselves with Communist agitators and continue the present differences which are weakening our power in the struggle against the militarists of the North.

4. We are of opinion that Chiang Kai Shek is a loyal member of the Kuomintang, and has rendered such important services that it is impossible to allow him to resign. A great responsibility rests on him in the furthering of our cause and we consider him the pivot on which a great deal turns. We also consider that the five members of the Executive Committee who resigned with him should be asked to retain their posts, as we have every confidence in their loyalty and their ability. We consider any attempt to colonise these loyal members an insult to the spirit of Dr. Sun Yat Sen. We recommend that a delegation should be sent to Shanghai to ask these five members to return, and also to the native city of General Chiang Kai Shek to ask him to resume his position at the head of the Revolutionary Army.

We beg to submit this statement to all branches of the Kuomintang and to the Nanking Government.

MENACE TO SWATOW PASSES.

CARRYING ON AS USUAL.

CHIANG KAI SHEK MILITARY SUPPORTER IN FLIGHT.

[FROM OUR CHINESE CORRESPONDENT.]

The Red menace to Swatow is less serious, and the troops dispatched from Canton to the East River valley are arriving in time to check the enemy advance. The Revenue Office and the Central Bank are still closed, but the town is getting on very well without them and business is being carried on as usual.

Mr. Chang Chia Siu, Director of the Revenue Office in Swatow, and his staff, who are now on their way to Canton, were driven out by General Ho Chie Wu. General Ho, who has the reputation of being a keen Chiang Kai Shek supporter, made a clean sweep of the Revenue officials and filled the posts from his own followers. Now General Ho has fled and Mr. Chang will probably be re-appointed to Swatow by General Li Tsai Hsin.

Ho Chie Wu has fled to Southern Fukien. He was recently superceded in his command in the Chao-Mui districts, but eventually retained on the intercession of his more influential brother Ho Ying Chien. The Canton Government has had little confidence in him and, following the recent Swatow incidents his flight comes as no surprise. General Li Tsai Hsin has appointed Yu Ping to the Chao-Mui command.

Hsu King Tong, who is now in command of the 11th Division, is moving his troops as quickly as possible towards the East River. General Chang Fat Kai has been appointed to Hsu's former post as Chief of the Military Department in Canton. General Li regards this position as of great importance and has given it to Chang, who is considered one of his best subordinates. Chang is supposed to be in Hong Kong at the present time.

The Government levy of one month's rent upon all tenants of houses, shops, wharves, godowns, etc., in Canton ordered by Mr. Koo Ying Fan has been cancelled by the new head of the Financial Department at the order of General Li.

The Executive Committee in Canton has re-organised the Financial Department. Under Koo Ying Fan's regime there were five sub-departments, military, civil, financial, judicial and industrial all filled with his followers. These officials have now resigned and the judicial and industrial departments will be merged with the civil department.

VOLUNTEER COLOUR FUND.

LADIES' GENEROUS RESPONSE.

AMOUNT OVERSUBSCRIBED.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

Sir,—It is with much pleasure that I ask you to announce that the Ladies' Colour Fund for the Hong Kong Volunteer Defence Corps which closed on September 1st amounts to \$1,247.50.

The warm and ready response with which the idea has been met is a pleasing testimony to the Colony's appreciation of the services of the Volunteer Corps. The lists of subscribers are very representative and include all sections of the community. It is intended to enter all names in a book to be presented to Volunteer Headquarters.

Owing to the amount collected being larger than what was at first asked for, it has been decided to offer to defray the cost of the King's Colour as well as that of the Regimental one, the grant of both Colours having been sanctioned by His Majesty. Yours truly, PENelope CLEMENT.

Government House, Hong Kong, Sept. 8th, 1927.

DEFENCE WITNESS HELPS PROSECUTION.

PRISONER'S RAGE.

DEFENDANTS IN CHAI WAN ROAD CASE GO FOR TRIAL.

The Magisterial hearing of the case in which two Chinese are alleged to have robbed and murdered Mrs. Ross Mackay at Chai Wan Road on August 6th was concluded yesterday before Mr. R. E. Lindell at the Central Magistracy. Both the defendants were committed for trial at the next Criminal Sessions at the Supreme Court.

It will be recalled that during a previous hearing the first accused expressed the wish to call a witness to establish his alibi.

At yesterday's hearing, three men were produced by Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, who was conducting the case for the prosecution. The defendant was asked which of the three witnesses he wanted to call. Defendant called his former employer, Ip Yuen Hop, master of a fish-stall.

Witness said that he resides at No. 9, Kam Wah Street, and that the first defendant was in his employ during the fourth moon of last year. Since then he had not seen the defendant, until August 5th of this year, which was the day previous to the murder.

Witness was asked if he had not seen the defendant before that date, and if he were sure that it was on Friday that he saw him. He replied that he felt sure it was Friday because every one in Shaui kiwan was saying that it was a Friday, and therefore, it must be right. He then qualified his statement by saying that probably it was on Saturday.

Continuing, witness said that he had never seen the defendant playing tin kau in his house, and that he could swear to this. One of his sub-tenants played that game, but it was on Wednesday and not on Friday, nor on Saturday.

Questioned by the Magistrate, witness reiterated that he did not see the accused on Saturday. He was sure that it was on Friday that he saw the accused because everyone in Kam Wah Street said so.

Mr. Lindell pointed out to him that the accused had called him expressly to confirm that he (the defendant) was playing tin kau in his house on Saturday. Witness denied this and said that the accused had never played tin kau in his house either on Friday, Saturday or Sunday.

The sub-tenant mentioned above gave evidence to the effect that he knew the first defendant by sight.

He first saw him when the latter passed his house going towards the waterfront. The witness was then standing outside his house after his evening meal. Accused had never been in the witness's part of the premises to play tin kau. The witness was at home on both the evenings of Friday, August 5th, and Saturday, August 6th, and was sure there had been no game of tin kau in his place on either evening. He did not see the first accused on either evening. The last game played in the house was on the Wednesday previous to the murder. First accused did not then, and, certainly did not thereafter, take part in the game. The witness never saw first accused play tin kau anywhere. Second accused the witness had never seen before.

Mr. Lindell remarked to Mr. Whyte-Smith that the witnesses were really witnesses for the prosecution rather than for the defence. It was rather fortunate, from Mr. Whyte-Smith's point of view, that they had been called by the first accused.

Addressing the first accused, his Worship told him that the only effect of the evidence given by the witnesses called by him was a flat denial of part of his (accused's) statement made yesterday.

A Scene. The accused then got into a rage and started abusing the last witness, saying that he had actually lost 90 cents to him, and now he came into Court had denied that they had ever played tin kau together.

It was not until the Magistrate threatened to lock him up in the cell below that the accused quieted down.

His Worship then made the committal order.

A LUKONG AND HIS ASSISTANT.

ALLEGED EXTORTION FROM HAWKERS.

BOY'S QUEER STORY TO POLICE.

Alleged to have employed a youth to assist him in extorting money from various hawkers, a Lukong faced the Magistrate (Mr. R. E. Lindell) at the Central Magistracy yesterday. The charge against him was that he did unlawfully mislead himself as a police constable by engaging one Ng Har Tsai to collect money from hawkers on his behalf at Upper Lascar Row and Bonham Strand West on September 1st and 2nd.

Defendant who had been allowed bail in the sum of \$300 was represented by Mr. Duncan McCallum.

Ng Har Tsai, the constable's capable assistant, said that he was formerly an assistant to a certain hawker, and at present of no fixed abode. He first met the defendant about three weeks ago and was asked how business was going on. He replied "None too good." He ran across the defendant again in Possession Street on Wednesday last at about 9 p.m. The defendant then called out to him "Hi, boy, will you do something for me." Witness willingly said "yes."

The result of the conversation was that a rendezvous was made outside the Man Mo Temple at 8 a.m. next morning. The youth kept the appointment. A short while after he was joined by the defendant, who beckoned him to follow. They went to Lower Lascar Road, and on arrival there, the Lukong said to him "Now go up to all the hawkers and collect five cent from each of them."

Fear Of Arrest.

Continuing, witness said that he dared not refuse for fear that he might be arrested by the constable. "Because," he said, "I have been arrested once before and got a few strokes of the birch." The youth assiduously collected from all the hawkers and went back to the defendant with 51 cents. While the job was in progress defendant kept an eye on him by walking a few paces behind. The money was handed over to the defendant at a congee stall. Defendant took the money from the boy, counted out 11 cents said, "Keep this for yourself, the balance (40 cents) take to the congee hawker." Witness did so and was asked to meet the defendant again the next morning. They met again and the boy was sent out once to make his round. Business was better that morning, for the lad collected 60 cents. The money was again handed to the "banker"—the congee hawker. The boy met the defendant again at 11 a.m. at the "bank" when the defendant drew out ten cents to pay the boy.

Witness was then taken to Queen's Road Central to make collections from stalls selling haberdashery. Business was bad here. All he could collect from 16 or 17 hawkers was about 22 cents. "And, there was a pickle hawker who refused to pay," said the assistant. "The boy told the defendant about this man, and the Lukong at once cleared the pickle monger away."

A Jelly Hawker's Two Cents.

A jelly hawker proved their undoing. The boy went up to this seller of slimy substance and was paid only two cents, but the transaction caught the eyes of a Chinese sergeant, who scented some thing and approached the hawker and the boy. He asked the hawker why and for what purpose he was paying the boy. When the story was told, he took the boy to the Station.

At the Station the lad made what he declared was a clean breast of everything, telling the Inspector on duty that he was asked by a Lukong with a black spot under his chin to make the collection. He was detained to identify the constables as they came in from their beats. After five policemen had returned to the charge room, the witness pointed to the sixth man as his employer on this unlawful task. The Lukong he pointed out had a sore under his chin.

Cross-examined by Mr. Callum, witness said that the defendant was in uniform when he met him. He did not know his name and number and he only identified him by the black spot under the chin. He had only been brought to the Station once and that was when he was whipped. It took him over 2 hours to collect the 61 cents.

The case was adjourned until Monday afternoon.

REPULSE BAY MATSHEDS BURNT DOWN.

AN EARLY MORNING CONFLAGRATION.

\$15,000 WORTH OF DAMAGE DONE.

Several of the matabeds at Repulse Bay which survived the last two typhoons, and others which had been re-erected or were in the course of erection, were destroyed by fire early yesterday morning. The conflagration broke out shortly after nine o'clock, and it was due to the prompt and smart work of the Brigade that the blaze was prevented from doing more damage. No less than fifty matabeds were razed to the ground, and the total loss was well within the neighbourhood of \$15,000. The outbreak was said to have been caused by workmen engaged in repairing a shed.

The first indication that something was wrong was the appearance of smoke and flame from a row of sheds at the far end from the hotel. The Fire Brigade received the call from a resident of Repulse Bay Hotel at 9.45 a.m. Two appliances were sent out under Officer W. M. Smith and the motor-cycle pump was also there. Officer Wooland and Mr. E. F. Brown being in charge of it.

When the Brigade arrived, twenty eight sheds were alight and a similar number had already been gutted. Fighting the fire from different points the Brigade was able to get the flames under control in less than an hour. After they arrived only three more sheds were involved.

There was a strong wind blowing at the time and the blaze would undoubtedly have spread to other matabeds, had the Brigade arrived later. As it was the firemen had great difficulty in checking the fire and at times it looked as if the whole row would be burnt down.

At 11 a.m. the charred ruins extended from the small stream which runs through the middle of the line of matabeds where No. 39 stands right along to the right end of the beach near where No. 63 used to be. The area involved comprised a double row of sheds, with here and there isolated sheds, used by the care-takers.

The outbreak is said to have been due to the carelessness of workmen while cooking their meals. They were employed repairing a shed which was blown down by the typhoon. Probably a spark from the open chutnies flew to some matings and owing to their inflammable nature and the strong wind blowing they caught fire.

The damage to the sheds alone amounts to \$15,000 but there was a certain amount of furniture in some of the sheds and a conservative estimate of the damage is \$18,000. The whole of yesterday, the Brigade kept a hose playing on the debris.

STUDENT'S SEDITIOUS LIBRARY.

"BELONGED TO A FRIEND."

CONFISCATED AND FINE IMPOSED.

Seven booklets, six of which dealt with the British troops in China and one with the "Imperialists' Invasion of China" were discovered in a trunk belonging to a Chinese student from Canton. The pamphlets were of a seditious nature, and the young owner was brought before Mr. R. E. Lindell at the Central Magistracy yesterday.

Police evidence was to the effect that the defendant, Yan Hang, was stopped by a Chinese constable at the Star Ferry Wharf. He was about to cross over to Kowloon with a small trunk. On opening this, the constable found the seven booklets complained of, and suspecting their seditious nature arrested the student.

Mr. C. A. S. Russ, who appeared for the defence, said that the seven books belonged to another student. They were given to his client to keep, as the rightful owner's trunk was so overcrowded that no room could be found for the books. The defendant, Mr. Russ said, was a student of Canton, and had spent most of his summer vacation in his native village. From there he went to Macao, where he met a fellow student. They agreed to come to Hong Kong to take the train back to Canton. It was then that the other student asked defendant to put the books in his box. The defendant was on the way to Kowloon to board the train when he was searched and subsequently arrested. The defendant did not know that the books contained seditious matter.

His Worship imposed a fine of \$25, and ordered the books to be confiscated.



Cricket Season

1927-8.

We have a good selection of everything for Cricket Wear including the correct

CREAM FLANNEL AND MELTON TROUSERINGS,

as worn by the leading county players in England

ALSO

SWEATERS, SOCKS, SHIRTS

in many qualities.

BUCKSKIN AND CANVAS CRICKET BOOTS

in all sizes.

You are invited to inspect these goods without obligation to purchase.

Wm. POWELL, Ltd.

The Tailors and Outfitters.

ELBSCHLOSS BEER

THE IDEAL DRINK FOR THIS WEATHER

SOLE AGENTS:

THE WING ON CO., LTD.

Excelda Gramophone

The Last Word in Portables.

All Metal, Camera Shaped, Just the thing for Bathing and Picnic Parties.

Nett \$25.00
Cash



Anderson Music Co., Ltd.

ROAD SURFACING MATERIAL.

SEVERAL MILLION TONS FOR SALE.

ASSETS OF MINING CO. IN THE PHILIPPINES.

As will be seen from the advertisement in another column all the assets of the Leyte Asphalt and Mineral Oil Co., Ltd., in the Philippines are being offered for sale.

These assets include a large deposit of bituminous limestone some two and a half miles from tide-water at Villaba on the island of Leyte. This deposit contains several million tons of the finest road surfacing material. The property comprises twelve placer mining claims and the products of the mines have been used by the Provincial and Municipal Governments and by Manila public companies.

Sealed bids for the properties will be received by Mr. H. B. Walker, Receiver for the Leyte Asphalt and Mineral Oil Company, in Cebu, P.O. Box 100, until October 15th.

PERISHED IN COCKLOFT.

INQUEST ON CHINESE VICTIM OF GARAGE FIRE.

The sequel to the fire in a Chinese garage at Tai Woo Street on August 22nd and which resulted in the death of a Chinese was heard yesterday afternoon at the Central Magistracy before Major C. Willson, sitting as Coroner with a jury to enquire into the death of Pang Yuet.

Evidence given was to the effect that the cause of the outbreak was unknown. It might have been due to someone smoking a cigarette while filling the tank of car. The man who did this work had only been in the service of the garage for two or three months, and since the fire, he had left for Canton.

After the fire had got hold of the premises, the deceased went up to the cockloft in an attempt to save his belongings. He did not come down again, and when his body was recovered by the Brigade, it was found to be slightly charred. It was believed that he had died of asphyxiation.

The enquiry was adjourned sine die.

NEW ADVERTISEMENTS.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LIMITED.

NOTICE.

4th EXTRA RACE MEETING, 1927: SATURDAY & SUNDAY, 10th & 11th SEPTEMBER, 1927.

THE above is POSTPONED until Further Notice.

By Order,
5312] S. W. CHENG, Secretary.

UNITED STATES OF AMERICA PHILIPPINE ISLANDS.

IN THE COURT OF FIRST INSTANCE FOR THE PROVINCE OF CEBU AUXILIARY BRANCH.

[Civil Case No. 6167.]

GABINO M. VELOSO, Plaintiff,

LEYTE ASPHALT & MINERAL OIL CO., LTD. Defendant.

NOTICE OF SALE.

I, the undersigned, H. B. WALKER, duly qualified Receiver of the LEYTE ASPHALT & MINERAL OIL CO., LTD., by authority conferred upon me by an Order of the Court of Date August 29th, 1927, in the above-entitled Case, do hereby offer for Sale by sealed Bids the following Property:

A Large Deposit of Bituminous Limestone (Rock Asphalt) consisting of 12 Placer Mining Claims of 84 hectares each (all registered under Mining Laws of the Philippines, Island) located 5 kilometers (3 miles) from tide water at Villaba, Island of Leyte, Philippine Islands, containing several million tons of finest Road Surfacing Material.

Cost of Material f.a.b. tide water P.3.50.

The product of mines has been used by INSULAR, Provincial and Municipal Governments, as well as the MANILA RAILROAD CO. and the MANILA ELECTRIC CO. with great success, and also Large Quantities of said Materials have been exported to Japan and other Foreign Countries.

The Property Offered for Sale includes all Assets of the LEYTE ASPHALT & MINERAL OIL CO., LTD., and embraces all Placer Claims, Office Furniture and Fixtures, Trains, Dump Cars, Right-of-way, Tools, Implements and all Other Mining Equipment.

Sealed Bids will be received by the undersigned Receiver at his Office at Cebu, Cebu, P.I., P.O. Box No. 100 until OCTOBER 15th, 1927, at 3:00 P.M.

All Bids shall be accompanied by a Certified Cheque equal to Five (5%) Per Cent of the amount Bid, and the Purchase Price may be made payable Forty (40%) Per Cent within 10 Days after approval of Sale by the Court, and the Balance in 2 Equal Installments payable in Four and Eight Months after consummation of the Sale, provided Proper Guarantee for Deferred Payment is made with interest on sums at 4%.

All Cheques accompanying Sealed Bids will be returned and Cheque accompanying Accepted Bid will be held pending consummation of Sale, and should Successful Bidder fail to consummate deal, the 5% Deposit shall be forfeited.

All Bids are subject to approval of Court and receiver reserves the right to reject any or all Bids.

Done at Cebu, Cebu, P.I., August 3th, 1927.

H. B. WALKER,
(Receiver),
P.O. Box No. 100,
Cebu, Cebu, P.I.

HONG KONG CLUB.

NOTICE.

THE SEVENTH YEARLY DRAWING OF TWENTY DEBENTURES OF THE HONG KONG CLUB (1920 Issue—\$500 Each) was held in the Club House, on THURSDAY, the 8th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:

28	280	434	545	721
160	203	447	635	730
214	323	450	651	740
574	447	499	684	693

and will be Payable at the Hong Kong and Shanghai Banking Corporation on FRIDAY, the 30th SEPTEMBER, 1927, in Exchange for Surrender of Same.

By Order,
A. H. ABBAS,
Acting Secretary,
Hong Kong, 8th Sept., 1927. [5306]

HONG KONG CLUB.

NOTICE.

IN Terms of Debenture Conditions Nos. 12, 13 and 14, the DRAWING OF 20 ADDITIONAL DEBENTURES (1920 Issue—\$500 Each) was held in the Club House, on THURSDAY, the 17th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:

19	224	361	693	726
37	231	420	727	740
147	371	515	655	698
224	311	566	691	731

These Debentures will be Payable at the Hong Kong and Shanghai Banking Corporation on SATURDAY, the 21st MARCH, 1928, in Exchange for Surrender of Same.

By Order,
A. H. ABBAS,
Acting Secretary,
Hong Kong, 8th Sept., 1927. [5310]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8th OCTOBER, 1927, and MONDAY, 10th OCTOBER, 1927 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club and Cassowary Bay Stables will CLOSE at TWELVE O'CLOCK NOON on SATURDAY, 24th SEPTEMBER, 1927. [5298]

BY ORDER OF THE OWNER.

PUBLIC AUCTION

OF THE UNDERMENTIONED VALUABLE PROPERTIES.

Situate in the NEW TERRITORIES in the Colony of Hong Kong: NEW KOWLOON INLAND LOT No. 53, on which is situated the TAI WAN GLASS FACTORY.

This Lot is situate at KOWLOON BAY:

A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES.

LOT Nos. 5903 and 5915 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots)

To be Sold

by

PUBLIC AUCTION

on

THURSDAY, the 15th SEPTEMBER, 1927, at 3 o'clock P.M.

IN FOUR LOTS

at

Messrs. LAMBERT BROS., Auctioneers

at their

SALES ROOM,

No. 8, DUNDRELL STREET, HONG KONG.

For further Particulars and Conditions of Sale, Apply to—

Messrs. HASTINGS DENNIS

and BOWLEY,

Vendor's Solicitors,

8, DES VOEUX ROAD CENTRAL,

OR to

Messrs. LAMBERT BROS.,

The Auctioneers,

No. 8, DUNDRELL STREET,

Hong Kong, 18th Aug., 1927. [5233]

G. R.

PUBLIC AUCTION.

THE undersigned have received

Instructions to Sell by

PUBLIC AUCTION

on

TUESDAY, WEDNESDAY and THURSDAY,

THE 20th, 21st and 22nd

SEPTEMBER, 1927,

at

H.M. NAVAL YARD, HONG KONG,

AND AT

KOWLOON NAVAL DEPOT,

COMMENCING EACH DAY AT 9.30 A.M.

WITH AN INTERVAL FROM

12 NOON TO 1.30 P.M.

OLD AND SURPLUS

NAVAL STORES.

cc., &c., &c.

Comprising—

Air Purifying Plant, Money Chests,

Sewing Machine, Cutter, Cars, Funching

Machine, Old Lead Battery, Plates

Relay Pump and Hoses, Boat Sails,

Electric and Wireless Telegraph

Fittings, Glycerine, Old Electric

Cable, Cooking Stoves, Iron Mattresses,

Commodore, Water Cisterns and Pans,

Deck Rims, Hydraulic Jacks, Table

Covers, Carpets, Rugs, Mats, Sofas,

Seaboard, Tables, Chairs, Old Steel

Files, Blankets, Mattings, Fold-up

Lavatories, Camp Beds, Curtains,

Overcoats, Glazed and Unglazed

Tiles, Leather and Metallic Hoses,

Metallic Voice Piping, Old Canvas

Tubing, Old Cordage, Old Coir Mats,

Canvas Bags, Canvas Bags, Old

India Rubber, Old Leather and

Desiccated, Tinned Rags, Old Woollen

Rags, Old Hoses, Old Cork Cores, Not

Making, A-better Pocking, Old Trawl,

Old Penders, Old Iron Drums, New

Canvas Cuttings, Old Felt, Old Iron and

Steel, Old Scrap Brass, Copper, Lead,

Zinc, White Metal, Gun Metal, Brass

Burings, Zinc Bottoms and Zinc Ashes,

Copper and Brass Tubes, Wood and Iron

Blocks, Lamps, Lanterns, Lamps,

Jackie Hooks, Chains, Miscellaneous

Ship Fittings, Spring Balances,

Gauges, Old Steel Tubes, Old Steel

Plates, Old Steel Shovels, Old Glass,

Plate Glass, Old Steel Wire Rope, Dirty

Mineral Oil and Oil Fuel, Chain Cable

and Gear, Fire Engines, Davits, Com-

INTIMATIONS.

UNIVERSITY OF HONG KONG.

NOTICE.

LANGUAGE SCHOOL.

THE LANGUAGE SCHOOL for TEACHING the CANTONESE DIALECT at the HONG KONG UNIVERSITY will RE-OPEN on the 14th SEPTEMBER, 1927. Particulars as to Fees, Hours of Work, etc., may be obtained by Application to the REV. R. R. WELLS at the University.

W. B. FINNIGAN,
Registrar.

7th September, 1927. [5308]

JERSEY LADIES' COLLEGE.

HEAD MISTRESS:—

Miss E. WAINWRIGHT, M.A., LONDON

GIRLS' PUBLIC BOARDING SCHOOL with Preparatory Department. Climate specially suited to Colonial children. University Examinations. Fees Moderate. For information about Entrance Scholarships apply to The HEADMISTRESS, LADIES' COLLEGE, JERSEY, O.I.

HONG KONG & KOWLOON TAXICAB CO., LTD.

(IN LIQUIDATION).

TENDERS are invited for the Purchase of the following as they now stand in Storage:—

20 CITROUX TAXICABS recently overhauled and in good condition.

20 CITROUX TAXICABS requiring small repairs.

Large quantity of used spare Taxicab Body and Engine Parts, WHEELS, etc.

Also large quantity of New CITROUX SPARE PARTS costing approximately \$15,000.

Inspection can be arranged on application.

Tenders, accompanied by Deposit of 5% of Offer will be received up to 15th OCTOBER, 1927, and should be addressed to the undersigned.

JOHN FLEMING, C.A., Liquidator.

LOWE, BINGHAM & MATTHEWS, 3, Queen's Road, Central, Hong Kong.

5304]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTEAD & DAVIS, ALEXANDRIA BUILDINGS [4776]

TO LET.

A FLAT in CANARYON BUILDINGS, KOWLOON, from OCTOBER 1st.

Apply to:—

HUMPHREYS ESTATE & FINANCE CO., LTD.,

Alexandria Buildings.

5301]

TO LET.—Furnished HOUSE on Peak for 4 Months, Perhaps Longer.—Apply Box 5307, c/o Hong Kong Daily Press. [5307]

ROOMS.—Hong Kong, Kowloon single, double, Flats furnished or unfurnished. Flat for disposal with furniture. House \$20/30/00 wanted. Also 80,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4830.

WANTED.—5/6 Roomed HOUSE. Lease. Mid-levels or near Peak Tram preferred.—Apply Box No. 6121, c/o Hong Kong Daily Press. [5121]

TO LET

OFFICES

STEPHENS' BUILDING,

67/69, DES VOEUX ROAD

CENTRAL.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,

CHATER ROAD.

52]

INTIMATIONS.

An American Author on Prohibition.

In Mr. T. S. Stripling's most interesting book, *Prohibition*, which deals with the problems before the United States in regard to the white and coloured race question, it is to be noted the following paragraph:

"I always keep two or three glasses among my religious works in memory of the fact that our Lord and Master wrought a miracle at the marriage feast of Cana, especially to bless the cup. Indeed, Peter, thinking of that miracle at the wedding feast, I wonder, sit, how the Prohibitionists can defend their conduct even to their own consciences. Because, logically, sir, the miracle of our gracious Lord completely out of the ground from beneath their feet!"

And this from a native born American!

DEWAR'S "WHITE LABEL"

SCOTCH WHISKY

OF GREAT AGE

AWARDED

50

GOLD and PRIZE

MEDALS!

It Never Varies.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616.

ESTABLISHED 88 YEARS.

[50]

Hong Kong Office: 11, Lee House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, September 10th, 1927.

THE REAL TROUBLE IN CHINA.

WHEN a Chinese is suffering from intense pain in the head, or in any vital part, he seeks to overcome the agony by pinching himself in other regions of his anatomy. Thus we often see big scars on the coolies' neck and chest and brought about by this means of neutralising a pain that is severe and persistent. It is, of course, a process of self deception, for the procedure has no effect whatever on the real seat of the trouble, which is possibly a disease that can only be cured, by applying a remedy to the right spot. Yet such is the power of imagination and so willing are the Chinese to avoid the real issue; and to deceive themselves, that for the sake of a temporary relief they are willing to inflict upon themselves a mild form of torture. By so doing they possibly escape, for a time, from the realities of the situation. This is precisely what is happening in the political world of China to-day. There is a fundamental disease growing at the vitals of the body politic in China; but for the last twelve years the Chinese have conspired among themselves to distract attention from it by saying the disease is non-existent or that it is something which it is not.

They think that by inflicting boycotts on themselves and so suffering economic distress they will thereby either cure the real malady or else forget about it.

The true cause of China's suffering is moral—an incapacity to produce men of fearless honesty, who are prepared to devote themselves to the promotion of the interests of the State. China has become a by-word among the nations of the world for corruption and self seeking in high places. No other country has such an unenviable reputation for generals who are bought and sold, for deceptions and stabblings in the back. Other countries have dishonest leaders; but they are the exception and generally get the reward they merit; but in China it seems to be the general rule for a leader to take advantage of his position to feather his own nest at the expense of the Community. Militarism itself is merely a symptom of this trouble. The militarist is out for the acquisition of wealth and for personal aggrandisement, regardless of the sufferings inflicted on the nation. Politics are equally corrupt and a fertile field for the operations of the dishonest class.

The Chinese should direct all their energies to correcting this great evil, instead of dissipating them on matters which have no relation whatever to the welfare of the Country. Let discipline be restored in the schools and colleges, and let politics be rigidly excluded. Let the Confucian ethics be re-established and practiced, or some adequate substitute, if such can be found acceptable. The problem is certainly not soluble by present methods. On the contrary it is slowly being rendered more difficult of solution for the nation is being deceived by those whose interests it is to deceive the nation, and, worse still, the people are in such a state that they are willing to be deceived. There is growing up an inability to see issues clearly. No patent quick remedy will produce a cure in a short time. The gravity and well being of the nation can only be restored by the slow laborious process of moral re-education.

There was a fair attendance at St. John's Cathedral last evening when an excellent, and thoroughly enjoyable organ recital was given by Major E. J. Barikham, assisted by Mrs. H. Balean (violinist). The programme submitted has already been published. The collection taken was in aid of the Organ Fund.

As Mr. T. Armstrong was going along Causeway yesterday afternoon on his motor-cycle combination, he ran into a Chinese woman near Peel Street corner. The woman was carrying a child in her arms which she dropped and it sustained slight bruises from the fall. The child was treated at the Government Civil Hospital but not detained.

The concert party of H.M.S. *Durban* gave an excellent entertainment at the Seamen's Institute last evening, and will repeat it again this evening. The programme was well varied, comprising attractive and popular numbers, ranging from sentimental and comic songs, and musical items to humorous sketches and burlesque. The proceeds of the entertainment were for the fund for Missions to Seamen.

The Service men were treated to two excellent concerts at the "Cheer O" and "Better O" Y.M.C.A. last evening. The one at the "Cheer O" was the usual Friday night impromptu entertainment but was very able, with all the latest songs and popular musical numbers. The concert at Kowloon was arranged by Mrs. F. J. Jenner, and a number of well-known local artists contributed to an excellent entertainment. The names of those taking part were published yesterday.

Last evening St. Peter's Young Men's Club held their final moonlight bathing picnic of the season. A good many attended despite the threatening weather and there was special orchestral music for the occasion. There is no bathing picnic to-day, as the annual picnic for the inmates of the Blind Home (Kowloon City) is being held. Trips to Shek-o by motor cars, lent by members and supporters of the Club, will be provided, and tea will be given there. This picnic is being held under the joint auspices of the St. Peter's Young Men's Club and the St. Peter's Ladies Guild.

FAT AND AVOIRDUPOIS.

"Fat men who cuss a little now and then are better honest risks than thin men and men who are over-pious," was the opinion expressed at Atlantic City of Mr. Harry T. Huff, a vice-president of the National Surety Company of New York, in an address before the thirtieth annual convention of the concern. He further declared that married men are better bond risks than single men, and women more honest than men. The losses on women to his company are negligible.

As to races, he considered, the Chinese were the most honest on the whole. Mr. Huff has never known a loss caused to any bonding company by a Chinese.

There will be a sitting of the Bankruptcy Court this morning.

On Thursday the Colony had a clean bill of health as regards notifiable diseases.

The quarantine restrictions imposed against arrivals from Haiphong on account of cholera have been withdrawn.

A report has been made to the police by Sergeant Ratfield that a sum of \$100 was stolen from the officers' quarters at the Kai Tak Aerodrome.

A fall into a tank of a steamer lying at Taikoo Docks, caused serious injuries to a dock-hand. He fractured his skull and was removed to the Government Civil Hospital in a serious condition.

A Chinese was bitten by a dog belonging to Mr. Castilho, at Kennedy Town. The man went to the Government Civil Hospital for treatment while the dog was seized and removed to the depot.

The engagement is announced of Comdr. Brian Leonard Geoffrey Sebastian, R.N., Naval Dockyard, Hong Kong and Mrs. Cicely Millar, elder daughter of Dr. F. W. and Mrs. Andrew, of Fenella, Hendon, N.W.4.

A Chinese hawkier was removed to the Government Civil Hospital suffering from scalds on his body and arms caused through the bursting of a pot of boiling congee in Wilmer Street. The man is in a serious condition.

FRICTION CONTINUES IN RANKS OF KUOMINTANG.

NANKING LEADERS STILL DISSATISFIED.
WUHAN LEADERS' MISSION OF PACIFICATION.ALREADY SQUABBLING OVER PORTFOLIO PLUMS.
WUHAN LEADERS MAKE REMARKABLE DEMANDS.

DICTATOR CHANG TSO LIN TO HELP MARSHAL WU PEI FU FINANCIALLY.

THE WUHAN AND NANKING LEADERS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 9th.
Wang Ching Wei, Hsu Chien and General Chu Pei Teh are arriving in Shanghai this afternoon, where they are meeting Sun Fo and General Tan Yen Kai.

It is understood that these Wuhan leaders will endeavour to effect a reconciliation with Hu Han Min, Chang Ching Kiang, Wu Tsz Fei and Tsai Yuan Pui (who left the Nanking Government with Chiang Kai Shek) preparatory to the Nanking Conference on the 15th inst.

It is probable that Wang Ching Wei will proceed to Fenghuo to see Chiang Kai Shek.

In connection with the conference, it is understood, that Wuhan leaders are demanding the portfolios of Foreign Affairs, Finance and Communications for their nominees, which will give them practical control of the new Nationalist Government, which it is expected will be announced after the conference.

These demands are already causing friction between Wuhan and Nanking, while it is understood that Tang Seng Chi is unwilling to place his armies under the control of the Nanking Government.

THE KUOMINTANG CONFERENCE.

(Wah Tsz Yat Pao.)

SHANGHAI, September 9th.
The Kuomintang General Conference, which was arranged to be held at Nanking, to settle differences between Hankow and Nanking on the 15th inst., is unlikely to take place then owing to Nanking leaders, including Wu Chie Fei, Tsai Yuan Pui, Hu Han Min and Li Shek Cheng, persisting in their opposition towards Hsu Chien, Koo Meng Yu and others who recently arrived at Nanking.

According to a foreign message, Marshal Feng Yu Hsiang's sudden withdrawal from East Honan is due to the fact that his troops are not on agreeable terms with General Chin Yun Ao's forces also stationed in that portion of Honan. Marshal Feng has wired to Nanking, supporting the return to power of the five committee members of the Central Executive Committee (Nanking Government).

AN APPEAL FROM WU PEI FU.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 9th.
Marshal Wu Pei Fu's representative in Peking interviewed Marshal Chang Tso Lin the other day and requested the latter to extend his financial help to Wu Pei Fu, who, he said, was supported by a large number of forces under his former subordinates. Chao Teh and Yang Sen also pledge their loyalty to him. It is reported that Marshal Chang Tso Lin has promised to assist Marshal Wu with \$100,000.

Wu Pei Fu is now in West Hupoh, and is reported to be very active.

The Ankuehuan authorities have decided to start a campaign against Honan, and the Chihli-Shantung allied forces are instructed to attack Feng Yu Hsiang from five directions.

Marshal Chiang Kai Shek is still in his native district of Fengta.

The Southerners now advancing along the north bank of the Yangtze claim to have captured Tsi-hing. They are advancing to Chipek, north of Yungchow.

WANG CHING WEI'S "ATONEMENT."

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 9th.
That his present visit to Nanking is prompted by a sincere desire to atone for his share in the "unfortunate mistake which led to the party's disruption," was the gist of a speech made by Mr. Wang Ching Wei at a dinner on September 6th at Nanking.

Mr. Wang Ching Wei gave a pledge that he would try his best to facilitate the successful reunion of Nanking and Hankow, after which he would resign the chairmanship of the Kuomintang.

Tax Abolition Law.

The Nationalist Government announces a law for the abolition of the transit dues, tariff law, and excise tax, the law to be operative only in Kwangtung and Kwangsi, as from September 1st, and temporarily not to be effective in Kiangsu, Anhwei, Fukien, and Chekiang, until all preparations are completed.

NATIONALISTS WANT MONEY.

SPEECHES AT A SHANGHAI TEA PARTY.

"TRADE MUST BE RESTORED."

SHANGHAI, September 9th.

General Ho Ying Ching, Commander-in-Chief of the 1st Route of the Revolutionary Army, arrived here on Saturday afternoon, in company with Tan Yen Kai, Chairman of the Executive Committee of the Wuhan Government, and Chang Zou Young, Chief of the Kiangsu Provincial Treasury, for the purpose of raising funds to meet urgent military expenses.

A tea party was held at the Bureau of Foreign Affairs, says the *Shunpao*, to which Yu Yeh Ching, Yih Wai Chun, Wong Siao Lai, Koo Shing Ih, Oo Tse Auh and a number of local journalists were invited.

The Commander-in-Chief made a lengthy report on the war operations and the present position of the Revolutionary army. He declared that certain foreign imperialists assisted Sun Chuan Fang by firing more than thirty rounds. He pointed out that it is of the utmost importance for the Wuhan and Nanking Government to co-operate, and expressed the hope that the people would have full confidence in the revolutionary army and render it every assistance, so that the revolution might be crowned with success at an early date, the unification of China be effected, and equality and freedom for China be realized.

The Financial Situation.

Chang Zou Young, Chief of the Kiangsu Provincial Treasury, then made a detailed report on the financial position of the Nationalist Government, and urged the merchants in Shanghai to render assistance to the Revolutionary army. Yu Yeh Ching said that owing to the interruption of traffic on the Yangtze River the trade depression had continued, and money was difficult to obtain. The wealthy have already gone to Japan and Daiyen. As soon as co-operation between the Wuhan and Nanking Government has been brought about and traffic on the Yangtze River has been restored, it would be much easier to raise the money. In conclusion he submitted the following requests:—

- 1.—That no troops be allowed to occupy the dwellings of the people.
- 2.—That traffic on the Yangtze River be restored.
- 3.—That drastic measures be adopted against Communists.

Speeches were also delivered by Yih Wai Chun and Wong Siao Lai.

JAPAN UNPOPULAR IN MANCHURIA.

PROTESTS AND DELEGATES SENT TO PEKING.

REMEDY PROMISED.

[THROUGH REUTER'S AGENCY.]

PEKING, September 9th.
The agitation in Manchuria against Japan continues. The Kirin and Fengtien Chambers of Commerce and other public bodies are wiring protests and sending delegates to Peking.

Chinese and Japanese officials express surprise at the agitation, declaring it to be due to misunderstanding and emphatically reiterating that the reports that Japan has developed a new aggressive policy, "in any way comparable with the Twenty-One Demands, is untrue."

There appear to be two main causes of the friction, namely, that the Chinese object to the establishment of a Japanese Consulate at Linkiang and that the Japanese oppose the opening of railways competing with the South Manchuria Railway.

Chang Tso Lin, it is understood, has promised Mr. Yoshizawa, the Japanese Minister, to take the necessary measures to prevent a recurrence of the demonstrations.

General Yang Yu Ting is seeing Mr. Yoshizawa to discuss the situation this afternoon.

GENERAL LI CHAI HSIN RESIGNS.

(Wah Tsz Yat Pao.)

CANTON, September 9th.
General Li Chai Hsin has resigned his post of Chief of Staff of the General Military Headquarters.

THE LATE COLONEL HILL.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 9th.
The funeral of the late Colonel Hill, of the U.S. Army, whose tragic death occurred at Shanghai on the 5th inst., took place this afternoon. Deceased was given a military funeral and the proceedings were very impressive. The body will be taken on board the *President Jefferson* for Seattle to-morrow.

LIVERPOOL AS AN AIRPORT.

ATLANTIC PASSENGERS' NEW FACILITIES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8th.
Sir Sefton Branker has inspected suitable landing areas on the outskirts of Liverpool, which it is proposed to make an airport.

The Air Ministry is stated to be favourable to making Liverpool a halfway airport between London and Scotland, and London and Ireland.

Imperial Airways are similarly inclined, and several continental air line companies are willing to make experiments in conveying Atlantic passengers between Liverpool and the Continent.

AMERICAN MISSIONARIES ATTACKED.

PARTY EN-ROUTE TO BURMA.

[THROUGH REUTER'S AGENCY.]

RANGOON, Sept. 8th.
A message from Yunnan states that two American families, named respectively Duncan and McLeod, who left Lataung on June 27th for Burma overland, were attacked by bandits in the neighbourhood of Aungmye, in Yunnan.

The bandits opened fire and drove off the party's escorts, and then robbed the Duncans of everything except their clothes. The McLeods' servants saved their but and some articles.

Nobody was wounded, but a native servant was beaten. A French Catholic priest and a Chinese merchant firm subsequently helped the party at Aungmye.

FOUR GIRLS KILLED IN LONDON FIRE.

VICTIMS ABLAZE JUMP INTO CANAL.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9th.
Four girls were killed in a fire which occurred at the works of the Film Waste Products, Limited, St. Pancras.

The back of the building faces Regent's Canal, into which the girls, whose clothing was afire, sprang. Some of the girls were rescued by a passing barge.

NON-AGGRESSION PACTS.

SUGGESTIONS BY POLAND AND FINLAND.

STATEMENT BY SIR A. CHAMBERLAIN.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 8th.
The question of Non-Aggression Pacts, which was raised by Poland in the League of Nations, has now been put on the agenda paper in the form of an amended proposal which has been handed to the heads of the Locarno Powers' delegations.

The Polish proposal declares "that all wars of aggression will remain prohibited by this Assembly and declares that members of the League are under an obligation to conform to this principle. Consequently, the Assembly calls on members of the League to proceed to the conclusion of non-aggression pacts, inspired by the idea that all pacific means ought to be employed for the settlement of differences of whatsoever nature that may arise between them."

Britain's Position.

LATER.

Sir Austen Chamberlain has issued a statement as regards the Finnish proposal for pooling the League funds to give financial assistance for the victims of aggression. He declared that he welcomed the proposal but the acceptance of such a scheme would involve heavy commitments. The British Government would require special powers from Parliament and could not ask or expect such powers to be granted unless Britain obtained some compensation for her financial effort, such as a reduction of armaments. While the scheme was a valuable contribution to the general question of disarmament, they must reserve a decision until they saw the final outcome of the Disarmament Conference and the extent to which the Finnish scheme commands the general support of members of the League.

INDIAN FINANCIAL AUTONOMY.

SIR BASIL BLACKETT'S SURPRISE ACTION.

SWARAJISTS "WALK OUT."

[THROUGH REUTER'S AGENCY.]

SIMLA, September 8th.
Sir Basil Blackett's announcement of the decision to drop the Reserve Bank Bill, owing to the inability of the members to agree on a question of the directorate, surprised the House.

Sir Basil was bombarded with questions as to whether this was by order of the Secretary of State, and whether he means merely to postpone the Bill or to drop it. He declined any further statement.

Mr. Srinivasa Ayyangar then strongly protested against the manner in which they had been treated, and declared that they had tried to co-operate with the Government, but the Government was trifling with the liberties of the House. It was impossible to work with a Government acting in this manner.

The Swarajists then walked out of the chamber, and the House adjourned.

Indian political circles here declare that the Secretary of State rejected Sir Basil Blackett's last amendment of the Bill, and consequently the Government was compelled to withdraw the Bill.

All the Indian members praise Sir Basil's tenacity in an effort to secure financial autonomy for India, free from the control of Whitehall.

THE LURE OF THE ATLANTIC.

NO NEWS YET OF "OLD GLORY."

NOTHING HEARD OF CANADIAN FLIERS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 8th.
Anxious crowds waited at Croydon this afternoon for Tully and Medcalf, who set off from London, Ontario, on a non-stop flight to London.

They were due at noon, but no news of them has been received since they left Newfoundland.

Their aeroplane, the *Sir John Carling*, is not equipped with wireless. The weather conditions over South Island are unfavourable. There was heavy rain all night long, and it continued to-day, with mist.

"OLD GLORY'S" OWNER OFFERS REWARD.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, September 8th.
Mr. Hearst, the backer of the *Old Glory* flight from the United States to Italy, has offered a reward of \$25,000 for the discovery of the aeroplane, of which no trace has yet been found.

"IDLE TO TALK."

[BRITISH WIRELESS SERVICE.]

RUGBY, September 8th.
Air Vice-Marshal Sir Sefton Branker, the Director of Civil Aviation, made a spirited reply this afternoon to suggestions that have been made that a non-stop North Atlantic flight from east to west is impracticable.

He said: "The flight from east to west has to be done, and it is idle to talk of prohibiting the attempt. You can no more stop a man than you can prevent him from attacking Mount Everest. I could have put my money on Minchin in the *Saint Raphael* getting across safely."

THE CANADIAN FLIERS.

[BRITISH WIRELESS SERVICE.]

RUGBY, September 8th.
Following the virtual abandonment of hope for news of the *Old Glory*, grave anxiety is felt for the safety of Captain Tully and Lieutenant Medcalf, who left Harbour Grace, Newfoundland, for London, yesterday, and have not since been heard of.

Unless carried out of its course by strong winds, the *Sir John Carling*, whose machine is named, should, if all went well, have reached Croydon Aerodrome by two o'clock this afternoon.

Hours before that, it might reasonably be expected to have been seen flying over Ireland, or to have been reported by steamships off the western coast of Ireland.

[THROUGH REUTER'S AGENCY.]

LONDON, September 8th.
There is still no news of Tully and Medcalf.

VIEWS ON TRANS-OCEANIC FLIGHTS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 9th.
The "futile" loss of gallant lives on Trans-Oceanic flights is prominently featured in this morning's newspapers, which print photographs of 19 recent victims of the Atlantic and Pacific.

The well-known aircraft manufacturer, Mr. A. V. Roe, in a letter to the *Times*, says that in the near future huge, metal flying boats will traverse wide stretches of water without risk, so why take risks now, when the pilot can render greater service in other directions?

The *Manchester Guardian* demands an amendment of the anomalous regulations under which the Air Ministry are not empowered to do more than ascertain if the machine is not overloaded.

CANADA TO TAKE ACTION.

[THROUGH REUTER'S AGENCY.]

OTTAWA, Sept. 9th.
Mr. Mackenzie King, the Premier, after a Cabinet meeting, said it foreboded an early introduction of legislation to stop hazardous air-flights.

THE REMAINING CANADIAN FLIERS.

[THROUGH REUTER'S AGENCY.]

St. JOHN, Newfoundland, Sept. 9th.

Following the disappearance of *Old Glory* and the *Sir John Carling*, the supporters of the *Royal Windsor* have advised the airman not to take the risk of starting their Atlantic flight.

Meantime, the airman have returned to Harbour Grace to prepare to fly over the ocean to the spot where the *Old Glory* is believed to have descended.

IMPORT & EXPORT PROHIBITIONS.

INTERNATIONAL CONFERENCE TO BE HELD.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9th.

The Government have appointed an influential delegation of Customs experts and commercial advisers, headed by Sir Sydney Chapman, to an international conference comprising members and non-members of the League of Nations summoned to meet at Geneva on October 17th to frame an international agreement to abolish import and export prohibition and restriction.

U.S. COTTON PRICES.

"SHOOT UP" TO FULL ALLOWANCE LIMIT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 9th.

Cotton prices shot up to the full allowance limit of 200 points following publication of the Government forecast, indicating a yield approximately of 800,000 bales below the estimate of August 1st. Prices dropped 80 points on realisations, but partially recovered on strong buying support.

U.S. ASIATIC FLEET.

CHANGE IN THE COMMAND.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 9th.

Admiral Bristol has relieved Admiral Williams of the command of the U.S. Asiatic Fleet.

[Admiral Mark Lambert Bristol was born in 1868 and graduated at U.S. Naval Academy in 1887; was ensign in 1889 and advanced through the various grades to rank of Captain in 1913; was temporary Rear-Admiral in 1918, and has served in all classes of ships in U.S. Navy.]

MAHOMMEDAN CELEBRATION IN PARIS.

[THROUGH HAVAS AGENCY.]

PARIS, September 9th.

For the first time yesterday the Mahommedan Colony of Paris celebrated, with due rite and pomp, the Muhul or anniversary of the birth of the Prophet.

The mosque was filled with large numbers of Moslems from Africa, Turkey, Persia, the Levant and India.

IMPERIAL BANK OF INDIA.

INTEREST RATE INCREASED.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Sept. 8th.

The Imperial Bank of India has increased its interest rate to 5 per cent.

COLOMBO COAL COOLIES ON STRIKE.

[THROUGH REUTER'S AGENCY.]

COLOMBO, Sept. 8th.

A lightning strike of 300 coal coolies broke out this morning, the cause being stated to be a grievance on the part of the coolies against a contractor.

Consequently the steamer *Otterley* is delayed ten hours.

BRITISH LABOUR AND SOVIET.

T.U.C. LEADERS' VIEWS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8th.

By a majority of nearly two million votes, the Trade Union Congress at Edinburgh to-day decided to break off negotiations with the Russian trade unions.

A card vote on the General Council's recommendation to this effect was 2,551,000 for, and 620,000 against.

There was some very plain speaking by Labour leaders about this and the methods of the Russians.

Mr. Citrine, the Secretary of the Congress, presenting the General Council's recommendation said it was impossible to carry on negotiations with the Russians with a view to an agreement between British and Russian trade unions.

"The whole trouble is that the Russians have a different conception of the functions of the Labour movement from that which we have in this country. Our idea is that of a constitutional movement. We thought contact would remove our differences, but we now find these differences are very much deeper than appears on the surface. The Russians' whole idea of the movement is that it must be revolutionary in the sense of the Russian revolution. Their idea is that the Labour movement is to be played on the stage of Moscow, and that all other Labour organisations are merely spectators, in the auditorium. They seek to compel us to adopt their methods and their principles. They ex-communicate all those who dare to differ from their inmost councils. In view of the persistent attacks made upon them, the General Council have hitherto exhibited a tolerance which has been an example to the world. The General Council is unanimous in making the recommendation. There was not one dissentient voice."

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Mr. Thomas added, "I am not concerned with attacks upon myself, but when the Russians publish to the world a lying statement shaming illness, and went to America to escape taking part in the discussion on the Trade Union Bill, I say such conduct is mean and contemptible. You would not tolerate such in your own union."

THE WEEK-END SPORTS PROGRAMME

WEEK-END SPORT.

INTERPORT BOWLS FIRST TRIAL MATCH.

CRICKET, BASEBALL AND LAUNCH PICNICS.

There will be a fair amount of sport this week-end, the outstanding event, being the Interport bowls first trial match.

To-day there is a friendly cricket match at the Indian Recreation Club, beginning at 2 p.m. between the I.R.C. and R.A.O.C. Other practice matches may be arranged for the week-end in view of the approaching season, but so far none have been announced.

There are two Lawn Bowls matches, and to-morrow another semi-final in the Inter-Departmental Bowls competition, also the first Interport trial game at Craigengower C.C.

A game will be played between the "Dragons" (S.C.A.A.) and the Filipinos at the Happy Valley Diamond, at 4 p.m., in the Baseball League, and another takes place to-morrow afternoon, at the same time, between the Baseball Club and the Club de Recreo.

There are a number of launch picnics, providing the weather remains fine, among them one for the Services.

FRIENDLY FOOTBALL.

CLUB DE RECREIO v. SERVICE TEAMS.

The Club de Recreo have arranged to play two friendly football matches with Service teams to-day.

The first match will be at King's Park (the Recreo ground) at 3.45 p.m., between the Recreo 2nd XI. and H.M.S. *Dirban*. The second match will be played on the same ground, kick-off at 5 p.m., between the 1st XI. and the R.A.M.C.

LOCAL GOLF.

There is no competition at Fanling this week-end, but there is a bogey pool next week-end.

The winter season at Happy Valley is to open on September 15th, and after that date Happy Valley will be available only in the mornings (subject to naval and military requirements) and on Tuesday and Sunday afternoons. Fanling is not open to subscribers and naval and military visitors (and the same applies to other courses of the Royal Hong Kong Golf Club) on Saturday afternoons, Sundays and holidays after the same date.

Certain alterations have been made to the Ladies' Club house at Fanling, including the addition of a men's lavatory at the East end of the building.

The annual presentation of prizes in connection with the Kowloon Golf Club is to take place on Sunday, October 2nd.

ST. LEGER SWEEP.

EASMA CLUB PRINCIPAL PRIZES.

The first three prizes in the Easma Club St. Leger cash sweep went out of the Colony.

The first and second prizes have gone to Singapore, and the third to Cebu. Miss "Pat" MacReynolds, the little daughter of the late Club Secretary, who is now in Singapore, drew a horse, and 15 of the lucky tickets went to local purchasers.

RACING RESTARTS IN HARBIN.

Neither last year nor this spring has Harbin had any racing but at last the horse owners have come to terms with the Japanese owners of the Hippodrome and there will be eight racing days this autumn, the first being due to take place on the 28th August. Most of the races will be trotting ones but it is hoped that there will also be some pony racing.

LAWN BOWLS.

THE FIXTURES FOR TO-DAY.

FIRST INTERPORT TRIAL

The League programme is all but over, and there is not much interest in the few remaining matches. Interest now centers on the Spy Royal Cup competition and the Colony's Championship, and, of course, the Interport in the near future. The first trial for, this event is to be played on the Craigengower C.C. ground to-morrow.

The K.C.C. second string have won the flag of Division II. for two seasons running, after a close contest, which was decided last week when they beat the Yacht Club.

To-day the fixture are as under:

Division I.

Kowloon Dock R.C. v. Taikoo R.C.

Division II.

Yacht Club v. Kowloon Bowling Green Club.

Friendly Games.

C.C.C. I. v. C.S.C.C. II.

East Point R.C. v. Police R.C.

The match between Kowloon Dock and Taikoo R.C., the champions and runners-up, will complete the first division programme, and if the former win they will have maintained an unbeaten record. The contest will be a keen one, and it is hard to foretell the result but while no one wishes to show preference for one team, it would seem a pity if the Kowloon Dock's record is spoiled. But let the best side win.

In the second division, it looks like another loss for the Yacht Club.

To-morrow, the first Interport trial game will be played. It is interesting to note that nine out of sixteen players are from the Kowloon and Taikoo Docks Clubs.

Nothing yet has been heard from Shanghai as to the membership of their teams, but it is little early yet for this to have been decided. As soon as the date of their arrival is known, the programme for the Interport will be arranged. As it is expected that the Shanghai team will be here for about a week, they will have an opportunity of playing a number of the leading Clubs of the League, in addition to the actual Interport match.

The links for to-morrow's trial appear to be very evenly matched.

The teams are as under:-

Laing (Taikoo) 1, Brown Kowloon Dock 8, Morrison (Taikoo) 3, and Pondered (Civil Service), ship, Atkinson (Kowloon Dock) 1, Basa (Craigengower) 2, Cullen (Kowloon Dock) 3, and Wallace (Taikoo), ship.

Omar (Craigengower) 1, Reid (Police) 2, Gray (Kowloon Dock) 3, and W. Macfarlane (Kowloon Bowling Green), skip.

Oswick (Civil Service) 1, McLeod (Taikoo) 2, Holland (Kowloon Bowling Green) 3, and Lapsley (Kowloon Dock), skip.

The Selection Committee comprises Messrs. W. Russell, G. Morrison, R. Lapsley, A. O. Brown, and C. J. Taccini.

INTER-DEPARTMENTAL BOWLS.

Semi-Final To-morrow.

Last week the Sanitary Department beat the P.W.D. in the first semi-final in the Inter-Departmental Bowls Competition, and to-morrow the Police, who received a walk-over from the Harbour Department meet the Small Units in the second semi-final.

The final should be played the following Sunday.

LEAGUE BASEBALL.

WHAT'S ON THE CARD.

TWO INTERESTING GAMES SCHEDULED.

Two ball games, which should provide plenty excitement and thrills, are down for decision this week-end. Fans would do well not to miss these two struggles. This afternoon the so far unbeaten Dragons will do battle against the Filipinos. The latter team is playing all their best men and they are determined to beat the Dragons. The Dragons are equally determined to hold their own, as a defeat would mean much to them. And when two teams are fighting their hardest some really thrilling baseball is always seen.

To-morrow the Hong Kong Ball Club take the field against the Recreo. These two teams are about equal in strength, and the struggle would therefore be pretty even. It would be hard to predict the outcome, but if the Americans would put a little more pep into their fielding, they should just manage to crawl out victors.

HOME FOOTBALL.

TO-DAY'S LEAGUE PROGRAMME.

FIXTURES IN THREE DIVISIONS.

The following are the fixtures for to-day in the English Football League, and the Scottish League (Division I):-

English League: Division I.

Aston Villa v. Arsenal.
Blackburn R. v. Wednesday.
Bury v. Bolton W.
Cardiff City v. Middlesbrough.
Derby County v. Leicester C.
Everton v. Birmingham.
Manchester U. v. Newcastle U.
Sheffield U. v. Burnley.
Sunderland v. Liverpool.
Tottenham H. v. Huddersfield T.
West Ham U. v. Portsmouth.

FIXTURES FOR MONDAY.

Cardiff C. v. Blackburn R.
Tottenham H. v. Middlesbrough.

FIXTURES FOR WEDNESDAY.

Everton v. Bolton W.
Newcastle U. v. Derby County.

Division II.

Barnsley v. Swansea T.
Blackpool v. Clapton O.
Fulham v. Chelsea.
Grimsby T. v. Bristol C.
Leeds U. v. Nottingham F.
Notts County v. Southampton.
Oldham A. v. Stoke C.
Port Vale v. Hull C.
Reading v. West Brom. A.
S. Shields v. Manchester C.
Wolves v. Preston N.E.

FIXTURES FOR MONDAY.

S. Shields v. Wolves.

FIXTURES FOR WEDNESDAY.

Reading v. Grimsby T.

FIXTURES FOR THURSDAY.

Fulham v. Nottingham F.

Division III. (Southern).

Bournemouth & B.A. v. Luton T.
Brighton and H.A. v. Millwall.
Bristol R. v. Coventry C.
Charlton A. v. Newport C.
Merthyr T. v. Walsall.
Northampton v. Exeter C.
Norwich C. v. Torquay U.
Plymouth A. v. Gillingham.
Queen's Park R. v. Brentford.
Southend U. v. Crystal Pal.
Watford v. Swindon T.

FIXTURES FOR WEDNESDAY.

Brighton and H.A. v. Newport C.
Bristol R. v. Brentford.

Division III. (Northern).

Ashington v. Lincoln C.
Barrow v. Southport.
Bradford v. Chesterfield.
Crewe A. v. New Brighton.
Darlington v. Hartlepool U.
Doncaster R. v. Accrington S.
Fulham v. Bradford C.
Nelson v. Rotherham U.
Stockport C. v. Durham C.
Tranmere R. v. Wrexham.
Wigan Boro v. Rochdale.

FIXTURES FOR MONDAY.

Ashington v. Halifax T.
Nelson v. Barrow.

FIXTURES FOR WEDNESDAY.

Wrexham v. Hartlepool U.

Scottish League: Division I.

Aberdeen v. Hibernians.
Airdrieonians v. Hamilton A.
Bo'ness v. Dundee.
Celtic v. Queen's Park.
Cowdenbeath v. Kilmarnock.
Hearts v. Dunfermline A.
Motherwell v. Falkirk.
Partick T. v. Rangers.
St. Johnstone v. Clyde.
St. Mirren v. Raith Rovers.

AVIATION IN U.S.

DEPARTMENT OF COMMERCE AND ITS FIGURES.

The transatlantic flights have focused attention on the place of the United States in the development of aviation.

"We are going to have a real air service in the United States," Mr. Herbert Hoover, U. S. Secretary of Commerce, said. "Nowhere else in the world, Mr. Hoover believes, according to a New York paper, is commercial aviation developing as rapidly as in America. There are in the United States eighty manufacturing establishments turning out aeroplanes."

Aviation mileage figures for 1926, compiled by the Department of Commerce, are as follows:-

Five hundred and eight-five air service operators engaged in taxi, sight-seeing, exhibition, advertising, photography, spraying, and miscellaneous flying mileage, 18,748,640; eighteen airway operators (Post Office and contract, air mail) mileage, 4,474,772; touring, cross-country contests, and expedition mileage in the United States, 28,940—total non-military flying mileage, 23,310,252. Army mileage (including National Guard), 18,764,540; navy mileage, 8,352,500; Coast Guard mileage, 16,200—total aeroplane mileage for 1926, 45,443,992.

DAVIS CUP.

THE CHALLENGE ROUND.

[REUTERS' AMERICAN SERVICE.]

PHILADELPHIA, Sept. 8th.
In the Davis Cup challenge round Lacoste beat Johnston 6-3, 6-2, 6-2. Tilden defeated Cochot 6-4, 2-6, 6-2, 8-6.

LADIES' RECREATION CLUB.

ANNUAL TOURNAMENT PROGRAMME.

TENNIS EVENTS FOR OCTOBER AND NOVEMBER.

The annual tennis tournament of the Ladies' Recreation Club is to be held during October and November, and the following is the programme of events:-

- 1.—Ladies Singles (Grass Court). Open Championship.
- 2.—Men Singles (Grass Court). Club Championship.
- 3.—Ladies Singles (Hard Court). Club Championship.
- 4.—Mixed Doubles (Hard Court). Club Championship.
- 5.—Ladies Doubles (Hard Court). Club Handicap.
- 6.—Mixed Doubles (Hard Court). Club Handicap.

The entrance fee is \$1 per player for each event, and entries should be sent to Mrs. J. L. Adams, Hon. Treasurer, No. 6, Branksome Towers. No entries will be received after October 8th, and only those accompanied by the entrance fee will be accepted.

We are asked to state that in accordance with the rules governing the Ladies' Tennis Singles Open Championship Challenge Cup, every lady who is a member of any Tennis Club in the Colony may enter, and names of intending competitors should be sent to the Hon. Treasurer of the L.R.C. through the Secretaries of their respective Clubs not later than October 5th, accompanied by the entrance fee of \$1 each.

Until the Cup, which is at present held by Mrs. R. E. Tottenham, is won outright it cannot be taken from the Colony. To win the cup outright it has to be won three years in succession of four years altogether.

The holder of the trophy is given either a miniature cup or a gold shell brooch. Championship matches must be played on grass and consist of the best of three sets. While preliminary matches may be played at any club, the semi-finals and finals must be played at the Ladies' Recreation Club.

Should a match not be played by the date fixed, the second player goes on into the next round. In case of bad weather, the Committee of the Ladies' Recreation Club have the power to extend the time limit.

If any two ladies drawn to play against each other cannot mutually agree on what Club ground to play their match, she whose name appears first on the list of the drawing has the choice. The other lady can bring the umpire, but if she does not wish to do this, the Club on whose court the match is played, will be asked to provide an umpire.

BACK TO THE POLKA AGAIN.

DANCERS FORGETTING HOW TO HOP.

"The world has forgotten how to hop. I think that before long, however, many of the old dances, such as the mazurka, the polka, and the old-time waltz will be included on programmes in the ball-rooms, and that every one will be dancing them!"

This is the opinion of a celebrated London teacher of dancing, who has just returned from the International Conference in Paris, where a decision was made on the question of what new dances should be taught during the coming winter.

A compromise between the old dances and the Charleston and Black Bottom dances has been found in the Banana Slide, which, with the Yale Blues, will be danced in all ball-rooms this season.

This dance, which originated on the Continent, is made up of slow snake-like movements, and is danced to Charleston rhythm. There are no jerky steps in the Banana Slide suggestive of syncopated music and negro dances. The body is thrown well forward, and the feet drag along the ground, and exponents of the dance look as if they had accidentally slipped on a banana skin, as the name implies.



When you pour from this bottle the bottle quickly turns upside down, and the whisky will flow freely. Do not shake the bottle while the whisky is flowing.

A guarantee of safety!

To prevent the substitution of one whisky for another, 'Johnnie Walker' is sold in the patent non-refillable bottle.

That's an assurance that the contents will be 'Johnnie Walker'—nothing else.

Pure and mature, same quality guaranteed everywhere.

JOHNNIE WALKER

Born 1820—Still going Strong!

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A DENTIST'S BEST FRIEND.

AFFECTIONATE RICH OLD LADY.

Mrs. Mary Ann Sophia Cotton, a widow aged 67, of Clarence Park, South, Weston-super-Mare, recently sued Mr. Albert Cuthbert Jeffery, a dentist, of the same address, for £130 13s. 8d. alleged to be due as having been paid on Mr. Jeffery's behalf under a guarantee to the National Provincial Bank. Mr. Jeffery said there was an arrangement that he should not be required to pay for three years.

Mr. Monckton, for Mrs. Cotton, said she had been professionally attended by Mr. Jeffery. She helped him on various occasions. Finally she became guaranteee for him at the bank for £300 and the bank called upon her to pay £127 under the agreement.

Cross-examined by Mr. H. J. Rowlands, she said that from 1923 she was on affectionate terms with Mr. Jeffery. She was sorry for him and did everything she could for him.

You are a wealthy woman, aren't you? I don't know that I am wealthy.

Mr. Jeffery was to try to find a home where you could live with him and the young lady to whom he was engaged to be married. It was Mr. Jeffery's idea but I never consented to be her chaperone or act as his aunt.

Feminine Quarrels.

Mrs. Cotton said she eventually went into residence with Mr. Jeffery's fiancée.

Mr. Rowlands: Then quarrels began between you two ladies? She came there and expected me to wait on her.

And she objected to being required to wait on you?—Yes.

(Continued on next Column.)

58 DAYS IN THREE COURTS.

£42,000 CLAIM EXCEEDED BY THE COSTS.

After a hearing of fourteen days before the House of Lords, making an aggregate for all the courts of fifty-eight days, the litigation between Mr. Lek, a wealthy diamond merchant of Antwerp, and Mr. Mathews, one of the underwriters of a Lloyd's policy of insurance for £44,000 in respect of a collection of postage stamps, was brought to a close, judgment being reserved.

Mr. Lek made a claim of £42,340 in respect of the loss of his collection from his bedroom in a Berlin hotel in February, 1924, a small portion being afterwards recovered, but Mr. Justice Branson gave judgment for the underwriters at the end of a 30-days trial.

Mr. Lek appealed, and Lords Justices Bankes and Atkin (Lord Justice Scrutton dissenting) after a 14-days hearing, reversed Mr. Justice Branson's decision, entering instead judgment for Mr. Lek for £43,000. Mr. Mathews then appealed to the House of Lords.

The costs, it is stated, have long since exceeded the amount of the claim.

Mr. Jeffery said that Mrs. Cotton was the kindest friend he ever had. He was anxious that she should lose nothing and he was willing to pay her back, but the arrangement was that she was not to require payment for three years and that time had not yet expired.

Mr. Justice Greer: Would you be surprised that the impression produced on an outsider is that you were sponging on this old lady?

Mr. Jeffery did not reply.

Mr. Justice Greer gave judgment for Mrs. Cotton for the amount claimed, with costs.

PLAGUE RATS.

PRECAUTIONS IN PORT OF LONDON.

Precautions continue to be taken in the Port of London against the introduction from incoming ships of rats infected with bubonic plague.

Since the arrival from the Argentine of the grain ship *Plutarch* (5,013 tons), in which infected dead rats were found, several other suspected vessels have entered the port, but elaborate steps are being taken by the Port medical and sanitary authorities to search every ship arriving from Argentine ports with grain.

Dead rats are taken to the laboratory at the Albert Dock Hospital—which is the headquarters of the war against bubonic plague—shields are fixed to all hawsers to prevent live rats from going ashore, and the members of the crews are examined. A careful watch for dead or dying rats is kept while the grain is being unloaded.

762 LAWS TO GO.

"DORA" LOSES SOME OF HER POWERS.

Seven hundred and sixty-two Acts of Parliament, enacted between 1900 and 1920, will be repealed either wholly or in part by the Statute Law Revision Bill (1927), which is to be introduced into the House of Lords.

This piece of legislation, however, is far less sweeping and magnificent than at first appears.

All the Acts with which it concerns itself are spent, dead or moribund and it is most probable that all 762 will be abolished without a voice being raised either in the Lords or the Commons to protest at their passing.

ELEPHANTS IN UGANDA. GAME WARDEN'S REPORT. MAN KILLING LIONS.

KENYA.

The first official record of the game in Uganda is contained in the initial report of the Game Warden, Captain C. R. S. Pitman. The Game Department came into being through the necessity for controlling the huge herds of elephants which infested the country.

The Report explains at length the measures adopted for the control of elephants. Captain Pitman believes that it will be possible annually for many decades to carry out a thinning process among the herds without causing any serious diminution in their numbers.

There is still plenty of room in Uganda, he remarks, for both the population and the elephants, but a comparatively large number of elephants must be destroyed to prevent them from overrunning the country. It would be impossible to find work for the thousands of elephants brought into the world each year, even if domestication proved successful.

Great harm was done in the past, the Game Warden considers, by the use of unsuitable methods in dealing with elephants, such as indiscriminate shooting. These methods failed to exterminate the animals that caused damage to crops, while great harm was done to the herds by expert hunters, who left behind them large numbers of wounded and vicious beasts. The present system is to divide the country into elephant and non-elephant areas; in the former the animals are protected, and in the latter they are shot when they appear in order to drive them to their reservations. Long defensive fronts stretching across the country have thus been established.

In Bunyoro, for instance, there is an anti-elephant front of about 150 miles, while in Toro, on the contrary, there are numerous small breeding-grounds where they may roam unmolested.

The European and Indian game rangers employed by the Department are assisted by native guards. The success of a ranger is not judged by the weight of ivory he obtains, but by the protection he affords to the cultivated areas.

These methods have been attended with considerable success, but the Game Warden believes that the elephants have now to some extent "become wise" to the control measures. They have varied their tactics accordingly and are not infrequently attack gardens in the dark.

Some Elephant Stories.

The Game Warden estimates the elephant population of the Protectorate at about 20,000, and one gets vivid glimpses of the lives of these great animals from the pages of the report. "All bulls carrying reasonably heavy tusks have been the target of elephant hunters for fully 50 years and are mostly ridged with bullets. One elephant did catch a tracker, but let him go again almost uninjured, as the native guard stood by and pointed lead into the animal from a 303 as fast as he could fire."

And again: "One unfortunate elephant of goodly size, but immature, wandered right into Fort Portal and eventually had to be killed as it became so lost and bewildered as to be not only a nuisance but a public danger." Under the heading of "Vicious Herds," the Game Warden remarks: "Extensive investigations have been made into the question of the characteristics and occurrence of so-called vicious herds. . . . There can be no such thing as a vicious herd in which individuals act collectively in adopting aggressive tactics against human beings. That one or two bad-tempered and vicious animals will influence the remainder of a herd and that that herd will follow its leader is beyond doubt. . . . Kill these leaders and, as far as man-hunting is concerned, the herd will sink into oblivion."

Other Animals.

The Report contains valuable notes on the distribution and general habits of other game—the chimpanzee, about which so little is known on account of its elusive, secretive habits, a cry "which is half a human whistle and half a scream," the white-eyed monkey, the handsome patas monkey, which will fight fiercely in a rough and tumble with a dog; the golden monkey, of the volcano region; the mischievous and bold blue monkey, with the handsome skin, and the various varieties of colobus. Captain Pitman writes delightfully of the tiny bush baby, "about the size of a half-grown kitten, hind-legs like steel, capable of being made a wonderful pet," and of the West African potto, which sleeps during the day rolled up into a ball. Among the flesh eaters he refers to the leopard, and notes that no records exist of the Uganda variety being subject to melanism; the various forms of serval, the African wild cat, which is the ancestor of the domestic tabby and crosses freely with its tame relatives.

The wonderful variety of fauna, this most valuable Report contains notes on the rodents of the Protectorate, the Ungulates.

(Continued on next column.)

THE "PICTURES."

VIEWS OF PEERS, M.P.'S,
TYPISTS AND LABOURERS.
BISHOPS WHO "NEVER GO."

Many interesting replies have been received to a questionnaire. "What do the British film public want?" which Mr. Sidney Bernstein, the London cinema theatre proprietor, has had circulated. More than 300,000 of these questionnaires were sent out, and peers, M.P.'s, clerks, typists, artisans, and labourers were invited to give their views, so that the voting—the complete result will not be known for three weeks—will present all shades of opinion. Appended are some of the opinions already to hand:—

Lord Erskine.—"I should like to see the British film take the place of the American film, which has no moral in it."

Earl of Glasgow.—"I dislike American films with American background. I dislike still more historical films, with obvious Americans acting the part. One can never mistake an American mannerism . . . which looks out of place in a Drake or a cavalier."

M.P.'s Opinions.

Sir Geoffrey Butler, M.P.—"The English motion picture business should copy German and Swedish methods, not American."

Mr. A. Newman Davis, M.P.—"Would prefer to see British films to any others."

Mr. G. C. Jones, M.P.—"I want to see British films more often."

Mr. Robert Morrison, M.P.—"I should like to see pictures based on the plays or novels of Shaw, Dickens, Arnold Bennett, Galsworthy, Wells, etc."

Only two replies denounce British films.

Mr. Davy Burnaby.—"Why should Parliament be compelling people by law to see rotten English pictures? We have not enough light over here to make pictures, it is not our own fault."

Mr. Ivor Montagu.—"Prefer American films. Never pay to see British films."

Other voters indicate no preference for British films, but mention the type of film they favour.

Mr. Rhys Davies, M.P.—"I see so much tragedy in daily life that I never go to a cinema unless I am sure of a good laugh."

Bishops Too Busy.

The Bishop of Litchfield "has never yet entered a cinema." The Bishop of Birmingham "is not in the habit of attending cinemas." The Bishop of Chichester replies: "Never go, as it strains my eyes."

The Bishop of Wakefield: "I have only seen about four. No time."

The Marquis of Hertford "does not take any interest in pictures."

And Viscount Gladstone "never frequents cinemas." Others who admit rare visits are the Earl of Eppingham, Lord Younger, the Earl of Clarendon, and Lord Desborough. On the other hand, the Marquis of Donegal writes: "I frequent cinemas twice a week on the average."

or hoofed mammals, including the peculiarities of the various types of the various types of buffalo.

A chapter is devoted to birds and another to reptiles, with notes on remedies for snake bite.

A section which deals with dangerous and destructive animals refers to buffaloes which dominate water holes denied to the inhabitants of terrorized villages, and declares that this is the one animal in Uganda of which the natives are thoroughly terrified. There have been sporadic outbreaks of man-killing by lions in addition to the notorious Sanga lions, and at present "there are far too many cases of this kind in Uganda," but outbreaks of man-killing by leopards are not serious. Then there are crocodiles and snakes, and, strange to add, hippopotami, which sometimes, both on water and land, attack with wanton savagery. There are animals destructive to stock and property, others destructive to game, and yet others destructive to fish which have their places in the Report, and an account is given of game diseases, with the comment that "constant evidence accumulates of the unwisdom of interfering with the balance of nature and that the extermination of game would, in all probability, bring in its train greater evils than at present exist."

A note on the white rhinoceros states that the main haunt of the species in Uganda is along the left bank of the Albert Nile, where they are particularly plentiful. Permission to kill or capture specimens is sparingly granted in the interests of science.

A special chapter on the gorilla places the population within Uganda at about 100. Captain Pitman declares that there can be little sport in the pursuit of an animal now known to be comparatively harmless, and the description of the majority of gorillas is simply a tale of "indefensible, sickening, slaughter." The species is not so scarce as was once believed, and with adequate protection there is scant likelihood of extinction.

The Report concludes with some notes on the Sanga lions and on the characteristics of man-eaters in general.—Times.

CHANGED DAYS.

BUT MORE FUN.

[BY ROBERT MACWHIRTER.]

As I was saying, things are aye changing. Time was when you couldn't get a real drink at an M.C.L. Bazaar for love or—certainly not for money. Time was, in the days of Helena (of blessed memory), when the environs of Government House were more than adequate for the yearly display and nearly every man you came across was busy swearing under his breath when he was buying a ticket for a doll. Time was when about all a body could do was to wear an inane smirk on his face and try his hand at clock golf. I mind one year old Bullock and me running to the final at some such game. Who won I just forget. Another painful experience that once befel me was when a Colonial Secretary jammed me against a table and persisted in telling me alleged Scott's jokes interspersed with bits out of light opera. Some of you folk never know when to draw the line anyway.

Time was when a woman spent \$10 dressing a doll and sold it to another for \$1.50. Then there was a bit of a chute which was all right in its way, although, mind ye, I wouldn't be prepared to say that you sort of recreation was exactly the thing for a body's fundamental. These also were the days when what between coffee making, whist drives and dances, I may as well have been a grass widower for a' the notice Janet took o' me. I mind once o' having an awful row about a missing trouser button, but, man, when I look back, what was an odd button or two so long as she enjoyed herself.

As I was saying, things are altogether different. The Lee Gardens all to themselves, brass bands galore, cabarets, fireworks, conjuring, processions, tea dances and all the fun o' the fair. At last the M.C.L. have got the right idea and that is that if it wants to make money it's got to interest them that make it—the men. In theory, it may be all wrong but human nature being as it is, there will never be much giving without the inducement of mild excitement. In any case, it's more charitable to keep the end in view than to criticise the means. You know what I mean?

At the same time, though, there's lots o' folk no' what you'd call altruistic when it comes to spending money at things o' the kind. I happened to mention that same thing to MacPherson just the other night but whether it was because I'd just thrown five sixes in one or what, I don't know but Mac, he was kinda' carpathous. You know, when a man gets stuck three times running, he's very apt to get that way.

"You and your big words," says he as he signed his book, "you make me tired. Half the time I don't believe you know what they mean anyway."

"There's something in that," says I, "but you know, Mac, a man that knows what he's talking about all the time is very liable no' to be as interesting as one that doesn't bother about the facts so long as he keeps you entertained. That's metaphysics anyway."

"Ay," says he, "how d'ye make that out?"

Then I explained.

"Mac," says I, "it's like this. When the party who listens doesn't know what the party who speaks means, and when the party who speaks doesn't know what he means himself—that's metaphysics."

"It sounds to me more like damned nonsense than anything else," said he.

And I'm no' so sure but what he isna' right.

HONG KONG WOMEN'S GUILD AND M.C.L.

LEE GARDENS,
October 1st.

White Elephants.

Has any one an Elephant that's white and therefore simply can't?

Be put to any use at home, But simply turned adrift to roam!

If such there be just take his trunk And soothe him if he's in a funk, And lead him with compassion filled To give to Hong Kong Women's Guild.

For at Lee Gardens (see above) White Jumbos find just what they love. A nice new home and lots to eat And sweet repose for tired feet.

HONG KONG WOMEN'S GUILD

AND

MINISTERING CHILDREN'S LEAGUE.



Fun o' the Fair.

TO BE HELD AT

LEE GARDENS

ON OCTOBER 1st, 1927

from 3 p.m. to 11 p.m.

A magnificent array of attractions including

THREE REGIMENTAL BANDS,

Dancing to H. K. & S. Hotels Super-Orchestra,

GRAND FIREWORK DISPLAY,

CABARET SHOWS, CHINESE CONJURING,

DRAGON PROCESSION,

DONKEY RIDES

Teas and all the usual Candy Stalls, etc.

Come, Lasses and Lads!

Charity Begins at the Fair!

"THE PRIDE OF DETROIT" REACHES HONG KONG YESTERDAY AFTERNOON.

SPLENDID PROGRESS BEING MADE IN ROUND THE WORLD FLIGHT.

ATTEMPTING TO ENCIRCLE GLOBE IN TWENTY-TWO DAYS.

NO MISHAP SO FAR.

The "Pride of Detroit" piloted by the two American aviators, Mr. William Brock and Mr. Edward Schlee, who are attempting to circle the world in twenty-two days, arrived here yesterday afternoon.

They made a perfect landing at Kai Tak Royal Air Force Aerodrome at 3.35, having come into sight at 3.15. The remainder of the afternoon was spent in a thorough overhaul, cleaning and adjustment of the machine, special attention being paid to the cylinders.

The intrepid airmen have now covered some 11,000 miles of their long flight in thirteen days, without accident, and they have approximately another 8,000 miles to fly in the remaining nine days at their disposal. They were scheduled to "hop off" from here this morning at daybreak, approximately at 5.30 a.m., and intend to be on the flying ground at 5 a.m.

Their next stop is Shanghai. From there they go on to Tokyo, and from thence make for the Midway Islands, the longest remaining stretch, except one of about the same distance. Then they make for Honolulu, and from there on the last lap of over 2,000 miles to San Francisco.

Their flight has been devoid of any accidents, the engine has behaved beautifully, and gas and oil has held out and served wonderfully well. With a bit of good luck on the last stages, they should reach the United States within the stipulated time.

During yesterday afternoon, H.E. the Government (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi paid a visit to the aerodrome, where the aviators were busy working on their machine.

AWAITING THE FLIERS.

The whole of the Colony yesterday was awaiting news with regard to the arrival of Messrs. Brock and Schlee. Except for the Reuters cable received on Thursday stating that the aviators had left Rangoon for Bangkok, nothing further had been heard of them until well on in the morning.

The aviators hopped off for Bangkok, but finding they had plenty of time in hand decided to make the longer flight and headed for Hanoi, leaving there at 7 a.m. yesterday for Hong Kong. A telegram to this effect was received at the American Consulate-General yesterday afternoon. The aviators reached Hanoi at 6.15 on Thursday evening, and spent the night there.

During the morning there was much activity at the Kai Tak aerodrome at Kowloon City. There was a large crowd of Royal Air Force officers awaiting the arrival of the "Pride of Detroit," the arrangements for landing, etc., being left to the aerodrome staff.

Members of the A.P.C. who are supplying fuel en route of the flight assembled on the aerodrome ground in good time and kept a keen look out for the arrival of the "plane." Pressmen were there immediately definite news of the "plane" having left Hanoi had been received.

It was some hours past her expected arrival that the "Pride of Detroit" came into sight. Her delayed arrival, however, was not due to any breakdown, but to the N.E. monsoon blowing against her all the way from Hanoi to Hong Kong. An allowance of five hours had been made for in the telegram, and about 11.30 a Royal Air Force "plane" went up, returning about three hours later to report that there was no sign of the "Pride of Detroit."

Watchers became rather anxious for her, fearing that there might have been an accident. An aeroplane of the R.A.F. cruised within a radius of thirty miles. At 2.45 another R.A.F. "plane" was sent up, but before this "plane" had returned the "Pride of Detroit" came into sight.

"PRIDE OF DETROIT" SIGHTED.

With the weather cloudy, dull, and a slight rain falling, the shout went up "there she is." Looking away to the South-West the "Pride of Detroit" could be seen flying low over the Island of Hong Kong, and heading in a direct line for the Kai Tak aerodrome. It was then 3.15.

The machine circled around and over the taking off ground twice and then glided downwards in a graceful sweep. Looking so much like a beautiful deep yellow bird as it hovered overhead, the No. N.C. 857 could be observed under the left wing and on the tail, while painted in the same colour, red, the words "Miss Way Go" appeared under the other wing.

Making a perfect landing, the "Pride of Detroit" taxied across the ground, finally coming to a standstill.

INTERESTING AUTO-GRAPHS.

The only pause made was when the airmen and the American Consul posed for their photographs. Meanwhile friends of the officers and Consul began to arrive, and eagerly inspected the machine. A feature was the number of autographs on its body. There were signatures from people in all parts of the world, some in pencil, others in ink. They were written on fuselage and wings, and in fact every available part of the body of the machine. Practically all present yesterday added his or her autograph to the steadily growing list.

The most interesting one appeared on the fuselage. It read: "Please send tips for next English Derby to Solly Joel of Calcutta, India. Roll on the boat."

Another interesting inscription, this one painted on before the machine started her flight, was: "Miss Way Go winner of 1927 National Air Tournament." This appeared on each side of the plane.

Work, meanwhile went steadily on. The covering was stripped from around the nine cylinders. Metal covers of these were unscrewed. Every material part was thoroughly cleaned, dirty oil and grease was got rid of, and fresh grease and vaseline put in. The propeller was tested and every necessary test was carried out.

MORE FUEL.

Several hundred gallons of Shell Aviation Spirit, the spirit used throughout the flight, was brought to the aerodrome, and 135 gallons were put into the tanks, there being 50 gallons already remaining in them. This made a total of 185 gallons for the flight to Shanghai. Ten to fifteen gallons of Valvoline was also put into the oil tanks. In the meantime a cable had been sent to the A.P.C. at Shanghai for a big supply of fuel to be got ready up there, pending the arrival of the airmen there to-day.

While this was being done, came the mysterious call, to the uninitiated, between the aviators, one in the machine at the gears, and the other at the propeller, such as "crack it," "contact," "off." Around would go the propeller, then it would stop. This was only a method of testing the engine, and seeing, if there was any trouble.

Many Force officers were present and rendered minor assistance during the overhaul, which was watched with untiring interest by all for hours on end, but the airmen carried out the whole of the work by themselves.

R.A.F. 'PLANE RETURNS.

At 4.15 a roar was heard in the sky, and the second R.A.F. machine returned, having missed the round-the-world fliers, arriving to find that they had been busy at work for three-quarters of an hour. It was about this time that someone asked the airmen if they would care for a drink. One said "yes, a whisky would do." Tea was also ordered, but the airmen were too busy to remember they had asked for it, and by the time they had finished their job it was cold and undrinkable.

GOVERNOR ARRIVES.

At 5.30 H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), and Lady Clementi arrived, accompanied by Capt. Forster (private secretary) and others.

His Excellency and Lady Clementi inspected the machine, chatted with Capt. Robertson and other Air Force officers, and Mr. Shantz, and after remaining for about twenty minutes left the aerodrome.

Work went on without a break, but by 6.40 the finishing touches had been completed, and a waterproof oilskin sheet placed over the exposed engine for the night, while the machine had been secured by its wings by ropes to stakes driven into the ground. The machine would have been housed in a makeshift hangar, but some of them were damaged by the recent typhoon "blow," and there was no room for it.

WORK FINISHED.

With the ceasing of work, Mr. Brock said: "I am glad that this finished. I feel tired." His companion expressed himself likewise.

Asked earlier whether they would like to stop at the aerodrome for the night or would prefer to go elsewhere to sleep, the aviators gladly accepted the offer to remain to sleep in their beloved machine. They said it would give them the chance of making an early start. When told that the officers could not promise them much, but they could have a bed in any event, the airmen replied "that that would do fine," and it was all they required.

INTERVIEW GRANTED.

Seeing that everything was finished, the reporters who had been patiently waiting for several hours before the arrival of the "Pride of Detroit" and for three hours while the overhaul and test work was carried out, decided that they would encroach for a few moments. Accordingly Mr. Brock and Mr. Schlee were approached.

Mr. Brock replied that he was feeling very tired and wanted to sleep. "I do not feel like talking to-night," he said.

However, after he and his companion had had a refreshing drink at the R.A.F. officers mess, Mr. Brock granted a few minutes interview to the pressmen on his way to sleeping quarters.

FLIGHT FROM RANGOON.

Speaking of the flight from Rangoon, Mr. Brock said "We left Rangoon at 6.15 yesterday morning (Thursday) for Bangkok. There were then low clouds and rain, but no wind. All went well, and the engine, as it has done throughout the whole flight, behaved perfectly. We arrived at Bangkok and finding we had plenty of time to spare, decided to make for Hanoi. We did not intend doing this in the first place, but after leaving Bangkok we had a difficult time in getting through the mountains. The clouds were low lying, and it was very foggy. There was never any danger of a forced landing, but we had to take care. At times we were only fifteen to twenty feet above the top of the mountains. Twice we had to turn around, go back, and try again. We managed at length to get through the passes by flying below the top of the mountains and winding in and out.

It was simply impossible to see above them. We found we were carrying enough oil and gas on arrival at Bangkok and that was why, taking into consideration that we had made good time, we decided to continue on to Hanoi. It was after leaving Bangkok we got the bad weather, with a little rain thrown in with the fog. However, we got through, and that is all we mind. I think we have been exceedingly fortunate the way things have turned out for us. Our engine has gone well, we have always had enough oil and gas, and supplies have been waiting for us with commendable promptitude. We have had no unnecessary delays. We only stripped the machine to-day because we fancied there was something not quite right. It was not the engine but a dry magnet. Mr. Brock added that it was possible that they might put a new engine in at Tokyo, where there was one waiting for the last "hop," but it all depended on time, and how the present one held out.

FROM HANOI.

"We arrived at Hanoi," he continued "at 6.15 on Thursday evening and everything was O.K. We left Bangkok at seven o'clock this morning, and the weather was then fair. Approaching Hong Kong, however, we got the wind against us, some clouds and rain. Our speed over the Atlantic was 110 miles an hour, but during this last part of the trip we have done 80 miles an hour, on an average."

"We had no trouble in finding the aerodrome," he said, in reply to a question. "We came straight in and right across."

Mr. Brock then gave particulars of the remainder of the flight which appears in another part of this report. In order that the airmen may find their way in landing at Shanghai, plans, maps and photos of the two available courses were given them by the R.A.F. authorities. It was not decided whether they would alight to-day on the Race Course at Shanghai, or on the race course and aerodrome outside the International Settlement. They prefer the latter, owing to size and facilities, but the question is whether there will be Chinese troops there or not.

THE "PRIDE OF DETROIT'S" FLIGHT.

The Lindbergh and other flights are now past history, but daily the cable service brings us news of fresh attempts to fly to and from various parts of the world.

The flight of Mr. William Brock and Mr. Edward Schlee, the intrepid and skillful pilots of the "Pride of Detroit," has been a singularly successful one, and so far, devoid of accident. Everyone will wish them the best of luck in their few remaining "hops." Given good weather conditions, perfect engine, working and sufficient supplies of fuel, etc., they ought to reach San Francisco within their twenty-two day margin.

WHAT THEY HAVE DONE.

The aviators left Newfoundland on August 27th, 13 days ago, for their world non-stop flight. The "Pride of Detroit," which is a Stinson-Detroit monoplane, is very similar in appearance to that used by Lindbergh on his trans-Atlantic flight. It has a wing spread of 48 feet, and is fitted with a Wright-Whirlwind engine, with a cruising speed of 110 miles an hour. This was the speed maintained across the Atlantic, but meeting headwinds coming from Hanoi, the average speed to Hong Kong was 60 miles an hour.

The machine has kept in perfect condition throughout the flight, and the engine has behaved exceedingly well. Both Mr. Brock and Mr. Schlee take turns in flying the machine, although Mr. Brock is described as the pilot.

The intention of the aviators is to break the record established two years ago, by two other Americans who travelled round the world by steamer and aeroplane in 28 days, and they hope to complete the flight within 22 days of getting out.

They have now covered more than half the distance, approximately 11,000 miles, in thirteen days, and have still about 8,000 miles to do in the remaining nine days.

Yesterday they covered the 500 odd miles from Hanoi to Hong Kong in just over eight hours.

DISTANCE TO GO.

The aviators leave Hong Kong this morning at daybreak, the time of "hopping" off being fixed for 5.30 a.m.

They make for Shanghai, about 600 miles, and will probably leave there for Tokyo, 1,100 miles, tomorrow morning.

The remainder of their flight will be as under:—

Miles	Distance
2,450	Tokyo to Sand Island of the Midway Islands
1,400	Midway Islands to Honolulu
2,400	Honolulu to San Francisco

It will be seen that the two longest hops are from Tokyo to the Midway Islands, and from Honolulu to the United States across a portion of the Pacific. It is from the last hop off point that the greatest care must be taken. It is possible, but not definitely decided yet, that the engine, which is still working excellently, may be changed at Tokyo for a new engine awaiting there, as it is not wished to leave anything to chance on this last and very important stage of the journey.

FIRST PART OF FLIGHT.

The aviators succeeded in crossing the Atlantic from Newfoundland in just over twenty-three hours, eating nothing but drinking plenty of water. They were lost for a time over Devon and thought they had struck Ireland until reassured by a message scrawled in big chalk on the pavement.

The "Pride of Detroit" left Crofton for Munich the next morning and arrived in Belgrade on the 30th. Two valuable days were lost at Constantinople where the Turkish authorities insisted on certain formalities being completed. Leaving there on September 2nd they were on the way to Bagdad and on the 4th they were at Bunder Abbas. On the 5th they reached Allahabad, were at Calcutta on the 6th, and reached Rangoon on the 7th. On Thursday they reached Hanoi.

By arriving safely at Hong Kong the aviators' achievement will take second place to that of no would-be world aviator who has arrived here. Among the latter are the three American officers, Lieuts. Lovell Smith, Nelson, and Wade, who were the first to circle the world by air. Squadron Leader Maclaren, Major Zanni (the Argentinian), the Marquis de Pinedo, Capt. Peleider d'Oisy (the French aviator who made a spectacular flight to the Far East a few years ago) and Major Sarmiento-Beires.

They have left d'Oisy's record far behind. He took a little over three weeks to come from Paris to Canton, while Brock and Schlee, covering over 2,000 miles, have been less than a fortnight on the journey.

BORODIN OFF TO MOSCOW.

AVOIDS CAR THAT OVERTURNS.

NOT DETAINED BY FENG.

SHANGHAI, Sept. 8th.

Michael Borodin is now on his way to Moscow, according to information received from Hankow. After leaving Hankow, Borodin got into touch with Feng Yu Hsiang and the report was in circulation that he had been detained by the Christian General, as a reprisal for the latter's sons being kept prisoners by the Soviet. Other circles considered that Borodin was staying on at his own wish as he was desirous of making one last attempt to regain a grip of the situation. Whichever is the correct version, it seems clear that he is now continuing his journey to Moscow, using the motor-cars which he took with him from Hankow for transportation. The most interesting news, however, is to the effect that Borodin, after all he has gone through in China, has in his last journey only by chance escaped at least serious injury in a motor accident.

The information goes that as soon as Borodin was advised that he could go, he and his party departed in their motor-cars to make their way across the Gobi desert. On the way the cars had to negotiate a rather steep hill, and after the summit had been reached one of the cars got out of control and then turned turtle, killing the driver. The vehicle was one used for carrying spare tyres and extra gasoline. As it happened, Borodin had been offered a lift in this car just a few minutes before, but had refused, saying that he preferred walking. If he had gone in the motor-car it is certain that he would either have been killed or seriously injured.—Shanghai Mercury.

CHINA'S ROWDY STUDENTS.

ANKUOCHUN LEADER'S SUGGESTION;

CORPORAL PUNISHMENT THE CURE.

PEKING, Aug. 25th.

The old practice of inflicting corporal punishment on students guilty of a breach of discipline will be revived if the Chinese Press can be believed.

It is said that in the course of a dinner given in his honour by General Chang Hsiao Liang and General Yang Yu Ting last Tuesday night the Shantung Tupan asked the Minister of Education about the progress of his University reorganization scheme. Mr. Liu Chih then told of the incident early in the morning in which four students of the National Law College called at the Ministry and protested against the occupation of their school by the first Women's School.

The Shantung Tupan then followed with a strong denunciation of Peking University students, declaring that they are a most unruly body of youths always meddling in outside affairs. He urged the Education Minister to devise ways and means to curb their activities.

One of the Ankuochun leaders suggested that the ancient Chinese practice of punishing a disobedient student with the "Chieh Chih" (rod) should be revived. He went on to say that the Ministry of Education should keep a rod in its office and that when students of a school got out of hand, the principal should petition the Ministry for the use of the rod.

The proposal is said to have received the endorsement of all those present, including the Minister of Education, who assured them that he would refer the matter to the Cabinet for discussion.—Xinhua.

PUNJABIS FINAL INSPECTION.

GEN. DUNCAN'S PRAISE FOR THE TROOPS.

HIGH STANDARD OF DUTY AND LOYALTY.

SHANGHAI, August 31st.

Final inspection by the General Officer in Command and parade of the 4th Bn. First Regiment Punjab troops took place yesterday morning at 8 o'clock in the parade grounds adjoining Pingliang Camp at Glen, and Pingliang Roads in Yangtsepo.

Fine weather attended the hour during which the parade was viewed by General Duncan and his staff, and the Indian troops provided a splendid showing of army discipline. The files were first inspected by General Duncan accompanied by Col. Commandant Sangster, officer in command of the 9th (Jhansi) Brigade, the remaining troops of which are leaving within the next ten days. Following inspection, during which the band of the 4/1 Punjab played, General Duncan and accompanying officers retired to one end of the parade ground where the troops marched past in parade. Bayonets mounted on rifles on which the early morning sunlight shone gave a particularly warlike air to the movements, and bore out the reputation for valour and discipline which these troops obtained during the Great War and which they have more recently made evident to the Shanghai public.

Following the parade General Duncan addressed the troops, and praised them warmly for the high standards of duty and loyalty which they had maintained while here. This was afterwards translated for the troops into their dialect by Col. Commandant Sangster, and three cheers were given for the General Officer in Command who relinquishes his command over this brigade when it returns to its former station in Jhansi, out of General Duncan's area of command.

Order was thereafter given for officers to "return swords," and the files drew up in four ranks and marched off the parade ground back to their camp. General Duncan taking the salute as they passed.—North China Daily News.

ANKUOCHUN PLANS.

DEFENSIVE STRATEGY.

PEKING, September 4th.

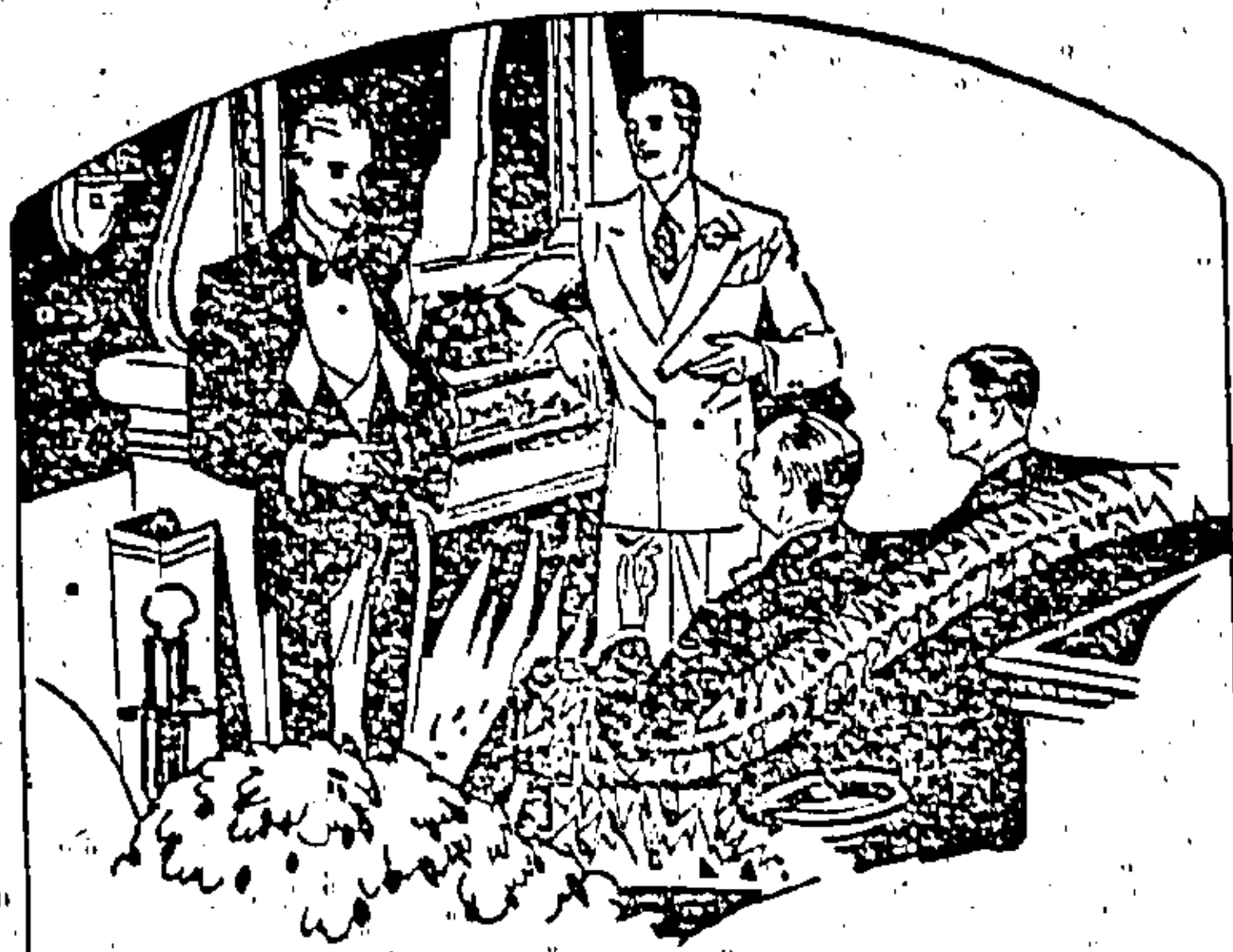
The Ankuochun leaders held a military conference last night, and considered counter-measures to be taken against the Southern armies, centering their discussion on the failure of Marshal Sun Chuan Fang's forces crossing the Yangtze and the probable northward advance by the Wuhan and Nanking Armies.

As a result, the leaders came to the decision that the Fengtien forces should take the defensive against Honan for the present both along the Peking-Hankow and Lung-Hai Railways, pending realization of an agreement with General Yen Hsi Shun, that the main body of Marshal Sun Chuan Fang's troops be withdrawn to Pengpu, and that Generals Hsu Kung and Wang Tung's troops be despatched to Hsuehchou and Pengpu under the direction of General Chu Yu Pu in order to provide against the Southerners of Anhwei. Marshal Chang Tsung Chang, Tapan of Shantung, has hurriedly left for Tsinan in order to make the necessary arrangements.—Toho.

JUNE'S QUEER VERDICTS.

The verdict a Sussex coroner's jury that the death of a man found drowned was "due to accident or otherwise" seems to indicate that confusion in thinking, or the expression of thought, is not yet unknown in assemblies of twelve good men (or women) and true.

The classic example in queer verdicts is that of an Indian jury which, considering the fate of a man who had assumed a tiger's appetite, found "That Pandoo died of tiger eating him. There was no other cause of death." Dr. Ogilvie, however, in a recent report of a Select Committee in Death Certification quoted two authentic instances in English coroners' courts that run it hard. In one case the jury found that a man "died from stone in the kidney, which stone he swallowed when lying on a grave-path in a state of drunkenness." In the other the verdict of the inquest twelve on a child of three months "Found dead, but no evidence whether born alive."



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Pres. Lincoln.....Sept. 13th, 8 p.m.
Pres. Cleveland.....Sept. 19th, 6 p.m.

Pres. Monroe.....Sept. 27th, 8 a.m.
Pres. Madison.....Sept. 27th, 6 p.m.
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S.S. "HESSEN" sailing from here on or about the 1st Nov.
S.S. "SACHSEN" sailing from here on or about the 10th Nov.
S.S. "PREUSSEN" sailing from here on or about the 15th Nov.
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MERCHANT VENTURES' GREAT RISKS.

TRIBUTE TO SMALL FIRMS.

"I ask merchants and manufacturers of to-day to recall to mind the personal courage and initiative displayed by the merchant adventurers of the sixteenth and seventeenth centuries, when they opened Britain's trade beyond the seas," said Mr. A. M. Samuel, M.P., Parliamentary Secretary of the Overseas Trade Department, speaking on July 18th at a banquet given by Sir William Berry and Mr. Gerner Berry to members of the Advertising Association at Olympia.

Then it was not a case of losing a few hundred pounds over a bad debt or a few thousand pounds over a shipwrecked cargo. Courage was not limited to that as it is to-day. Now foreign travel is pleasant and life is generally secure, but in those days the merchant adventurer took his life in his hands.

Old-World Markets.

"He bought or hired a ship, filled it with his goods. Unaided by the scientific appliances of present-day navigation, and unprotected by the results of modern medical learning, unhelped by consular officers, he ventured to distant cities inhabited by strange and often hostile races, disposed of his goods, and brought back merchandise of all kinds by exchange or purchase."

Read of the history of Bruges in the fourteenth and fifteenth centuries. Bruges was the market of Europe, whither everything from the then known world was brought, and there sold or exchanged.

"A man's life was often not worth a day's purchase in Bruges owing to the cheap rate at which human life was held. Executions went on daily. There was usually political unrest, and men were broken on the wheel or decapitated for the slightest excuse—natives and foreigners alike. It required much bravery in those days to carry on foreign trade."

Certainly many of our little firms do not lack courage. When it says "little firms," I mean firms where you have an employer and, say, fifty work-people. These are the firms which we are so anxious to see succeed.

"They are the backbone and ribs of British trade."

THE ATLANTIC FLEET.

PEACE TIME TRAINING AND DISTRIBUTION.

The idea that the addition of the new battleships *Nelson* and *Rodney* to the Atlantic Fleet would be a clear numerical gain to that command was evidently a mistaken one. The *Ramilles*, on the completion of her refit at the end of next month, to join the flag of Sir Roger Keyes, and it is more than likely that the *Revenge* will follow her later. In this event the Atlantic Fleet will remain at its present strength, although, of course, in fighting power it gains heavily by the accession of the two most formidable capital ships in the world. When the *Revenge* and *Rodney* have carried out their refits the Battle Cruiser Squadron will be at full strength. The big ship composition of the Atlantic Fleet will then be two 16in.-gun battleships, four 13.5in.-gun battleships, and three 16in.-gun battle-cruisers.

Probably it is true to say that this force is superior to all the combined capital-ship strength of other naval Powers in European waters, and that, judged by this standard, the strength of the Atlantic Fleet is more than adequate. But for the purposes of tactical training the very small squadrons of the present day undoubtedly handicap admirals. A large fleet is easier to administer on the lines of war preparation than a small one.

Politically it may be said to keep the bulk of our Navy in the Mediterranean. Strategically, the question of distribution does not materially matter in the present posture of world affairs. Economically, it would be better to keep the bulk of the Navy in the North Sea. The question of how to dispose of our naval strength to best peacetime advantage is distinctly a puzzling one these days, because the whole balance of sea power has so changed. We no longer have any "objective" in European waters. Germany, and, before Germany, France, set us a very clear object to which to respond for generations before the Great War. We then had definite "power standards."

Now we are satisfied with "parity" with a Power which has no concern in European waters at all, and very little in most of the ocean regions surrounding the British Empire. As we seem to insist that any idea of war with this Power is "unthinkable," it really does not matter whether she maintains parity or gains superiority in numbers over the British Navy. If she chooses to "frustrate" millions for prestige, that is her business. Where she is going to find the man power to complement more ships when she finds so much difficulty in recruiting for those she already has is also her business. We only build to definite and practical necessities.

MERCHANTMEN AS CRUISERS.

LIMITATIONS OF THE TYPE.

SOME AMERICAN MISAPPREHENSIONS.

A great deal has been made in the United States of the fact—or, perhaps, we should say the allegation—that in her irascible marine this country possesses a great potential reserve of cruisers. In a sense this is true, but not in the sense which is inferred in America. The implication is that our contention as to the necessity of a large number of protective cruisers to safeguard the trade routes in the event of war is quite unjustifiable, since we already possess the material for constituting such a force in our big, fast liners. To pretend that an auxiliary mercantile cruiser is an effective substitute for a regular war cruiser is sheer nonsense. She is not designed nor built for the purpose. She may, indeed, be adapted to carry a respectable armament of 6in. guns, although the stress of these would probably soon tell upon her. But she has no magazines, no protection to her vital parts. And the speed of our fastest ocean liners falls about ten knots short of that of the fastest cruisers now being constructed by all the principal naval Powers. Their speed would be adequate in convoy work, but their all-round fighting powers would leave them no match for the class of warships which would be detailed to attack them.

It is quite true that we employed auxiliary cruisers to advantage during the Great War, but they were mainly used to make up numbers, and when detailed for squadron work—regular cruisers usually accompanied them. The defensive arming of merchant vessels is a very sound principle. But the idea of employing them offensively is quite another matter. In such an event regular naval ratings and gunners would have to be supplied, for it is not to be expected that the merchant seaman should be proficient in work quite outside of his job. The Germans, of course, built their big liners specially to act as wartime cruisers, and there is reason to believe that they carried their armaments and ammunition in their holds during peacetime.

Against enemy armed merchantmen our vessels of corresponding type gave a splendid account of themselves, as in the action between the *Carnegie* and the *Cap Trafalgar* and the fight between the *Alcantara* and the *Grief*. But when it came to an engagement between an armed merchantman and a cruiser, as in the case of the *Regina* and the *Highflyer*, for example, there was never much question as to the result. Another not unimportant point which is not recognized in this American argument is that in wartime we are likely to want all our mercantile craft for their legitimate work or to act as transports. The idea of choosing the pick of them to act as fighting cruisers is one of those sketchy notions which show a complete disregard for, or ignorance of, the elementary realities of war.—*Naval and Military Record.*

NEW SUBMARINES.

DETAILS OF THE "O" CLASS.

The new submarines of the "O" class, the *Oberon* and the Australian *Ozley*, are now ready for service. From the first photographs of the *Ozley* these submarines appear to be very similar to the "L" class as far as outward form goes. They have a sloping "snout" bow and one gun, mounted at a lower level than those of the "L" class. It has been repeatedly stated that these submarines are the first to bear names instead of numbers, but this is not so, for two large boats completed in 1915 were named *Swordfish* and *Nautilus*. These were afterwards renamed, S1 and N1. The latter was converted into a floating power station at Portsmouth, and S1 became a surface patrol boat. Incidentally, S1 was the first steam-driven submarine in the Royal Navy.

(Continued on next column.)

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison—matters, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea, or Derrys's Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

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English Price 3s. (dinner remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING Chemists.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF FOYBAY" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th September, 1927, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before 22nd September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected by Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents.

Hong Kong, 9th Sept., 1927. [3314]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 8th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

8th September, 1927. [3368]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENLUCE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 15th September, 1927, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 14th September, 1927, at 10 a.m. Claims against the Vessel, including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 7th Sept., 1927. [3305]

The "O" boats displace 1,400 tons, which is 300 tons less than the "L" class, and represents the maximum for general service submarines. There are officers who contend that the 600-ton "H" class are more efficient than the larger boats, but war experience has shown that the medium-sized boat has many advantages which larger and smaller craft do not possess.

DODWELL & CO., LTD.

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FOR NEW YORK & BOSTON via SUEZ.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.

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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND NOJI.

From Hong Kong.

M.V. "ESQUILINO" Sails hence on or about 15th Sept.

M.V. "ROMOLO" Sails hence on or about 13th Oct.

S.S. "VENEZIA" Sails hence on or about 10th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "FIUME-L" Sails hence on or about 20th Sept.

M.V. "ESQUILINO" Sails hence on or about 15th Oct.

M.V. "ROMOLO" Sails hence on or about 15th Nov.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMVOLOSI" Sails from Calcutta ... 2nd Oct.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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GLORIOUS SCENERY.

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S.S. "TJIKARANG" ... 22nd Sept. to BATAVIA direct.

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Special Return Tickets Issued.

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CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE "KWEIYANG" ... On 11th Sept. 6 a.m.
 SWATOW & BANGKOK "KALGAN" ... On 11th Sept. Noon
 AMOI & NEWCHOW "HONGAN" ... On 11th Sept. 4 p.m.
 HAIPHONG "TEAN" ... On 14th Sept. 10 a.m.
 BANGKOK "KWANGTUNG" ... On 15th Sept. 4 p.m.
 AMOI, SWATOW & SINGAPORE "ANKING" ... On 18th Sept. 6 a.m.
 SWATOW & BANGKOK "KIANGSU" ... On 18th Sept. Noon
 AMOI, SHANGHAI & TSINGTAO "SINKIANG" ... On 20th Sept. 6 a.m.
 SWATOW & SHANGHAI "LINAN" ... On 22nd Sept. Noon
 SHANGHAI & TSINGTAO "SUNNING" ... On 24th Sept. 6 a.m.
 SWATOW, SHANGHAI, NEWCHOW & DALNY "KANCHOW" ... On 25th Sept. Noon
 AMOI, SHANGHAI & TSINGTAO "SHANTUNG" ... On 27th Sept. 6 a.m.
 SALOON PASSAGE BATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
 \$60 SINGLE AND \$90 RETURN.
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 CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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STEAMERS	Due Hong Kong on or about	Sailing from Hong Kong on or about
TAIPING	11th October	13th September
CHANGTE	15th November	15th October
CHANGTE	9th December	18th November

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 AND
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)
 Sailings from Hongkong.
 S.S. "CITY OF BOMBAY" ... Via Suez Canal ... 9th October.
 S.S. "THESEUS" ... Via Suez Canal ... 23rd October.
 S.S. "CITY OF EASTBOURNE" ... Via Suez Canal ... 6th November.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.
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IMPROVED SERVICE
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 FAST MOTOR VESSELS
 TO
 BOSTON
 AND
 NEW YORK
 M.V. "JAPANESE PRINCE" ... 17th September, 1927
 For Freight and Full Particulars, apply to—
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 Telephone: Central 3155. (Incorporated in Great Britain)
 Telegrams: Furpraea. King's Building. [19]

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
 Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.
 S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th September.

SERVICES CONTRACTUELS (Mail Services)			
Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings from Hong Kong to Japan	Sailings from Hong Kong to Marseilles
ATHOS II	12th Aug.	13th Sept.	27th Sept.
ANGERS	19th Aug.	20th Sept.	11th Oct.
DARTAGNAN	26th Aug.	27th Sept.	18th Oct.
GALVANI	3rd Sept.	4th Oct.	25th Oct.
SHINK	10th Sept.	11th Oct.	1st Nov.
PORTHOUS	17th Sept.	18th Oct.	8th Nov.

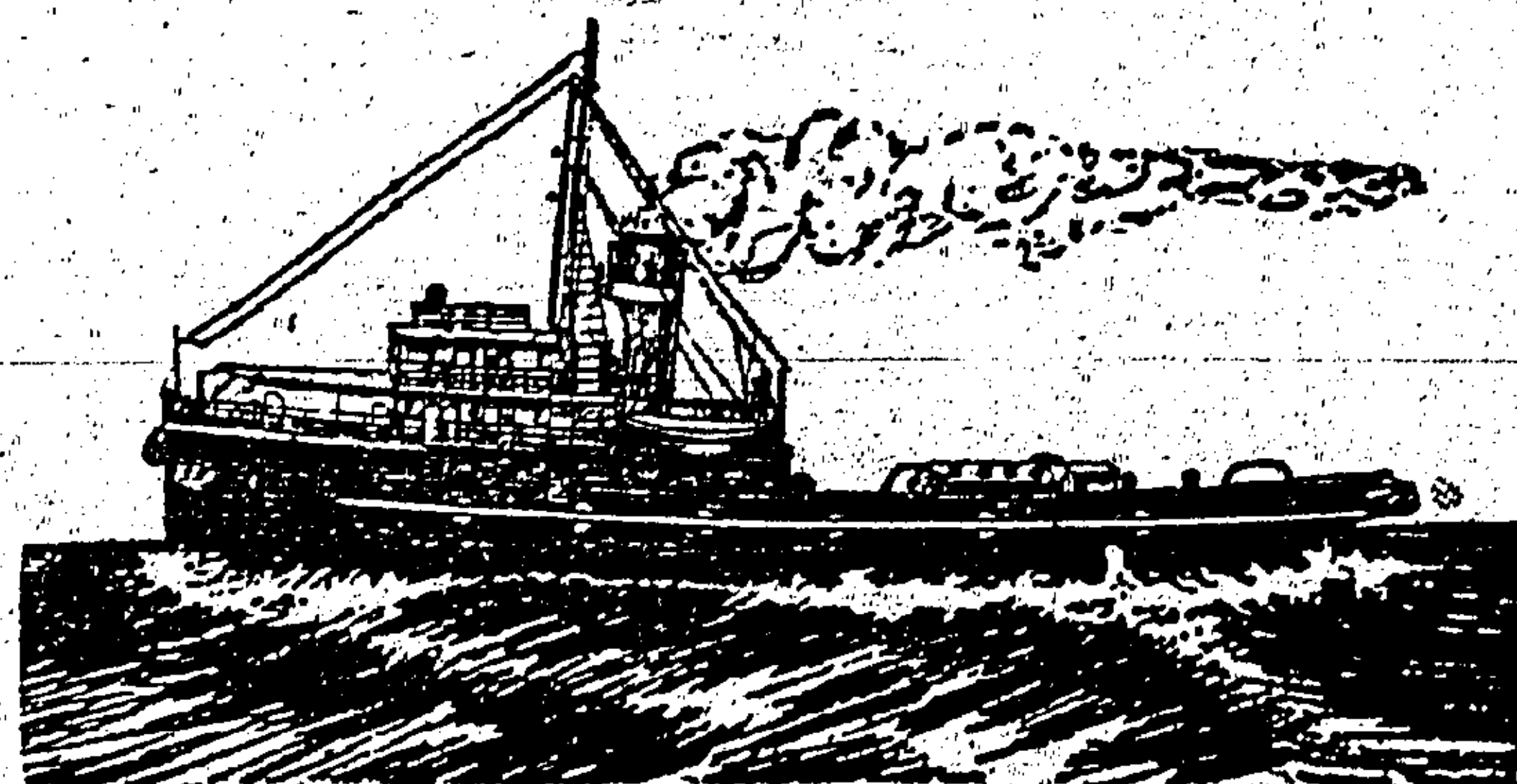
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 Telephone: Central 740. 5, Queen's Building, CONSIGNATION—TRANSIT—REPRESENTATION. [19]

Shipping News Arrivals and Departures, etc.

ARRIVALS.		PASSENGERS.		HONG KONG METEOROLOGICAL REGISTER.	
September 7th.		ARRIVALS.		Hong Kong Observatory, September 9th.	
Hualo Cheng, Chinese str., 1,633 tons, Capt. B. Schreyer, from Hongkong, which port she left on September 6th, lying at Stonecutters—Yuen Shing Fat.		Per a.s. Novara, from Shanghai, to London—Sq. Ldr. W. Sorey, Flight Lieut. McBain, Flight Lieut. N. Moreton, Flight Lieut. J. Leahy, Flyg. Off. J. Hadden, Flyg. Off. A. Hill, Flyg. Off. L. Cannon, Flyg. Off. C. Heard, S.M. W. Whitfield, S.M. R. G. Hoffman, and S.M. F. Panormo.		Previous Day at 2 p.m.	
September 8th.		SHIPPING MOVEMENTS.		On 6 a.m.	
Kishu Maru, Japanese str., 1,567 tons, Capt. C. Mikami, from Dairen and Tsingtau. The latter port she left on September 2nd, with a cargo of salt, lying at Stonecutters—O.S.K.		The s.s. <i>Kendal Castle</i> (Dodwell & Co.), sailed from New York on August 10th, and is expected here on October 14th.		On 1 p.m.	
Mapin, Dutch str., 5,830 tons, Capt. W. B. Styboom, from Sourabaya and Tegal, with 2,953 tons of sugar, lying at buoy No. A6—J.C.J.L.		The m.v. <i>Ronala</i> (Dodwell & Co.), sailed from Suez on the 8th inst., and is expected here on October 14th.		Barometer ... 29.73	
Tokuho Maru, Japanese str., 3,702 tons, Capt. M. Araki, from Moji, which port she left on September 3rd, with a general cargo, lying at Kowloon Wharf—N.Y.K.		The s.s. <i>Bolton Castle</i> (Dodwell & Co.), arrived in Manila on the 3rd inst., cargo is expected to come forward by the s.s. <i>President Grant</i> .		Temperature ... 78	
September 9th.		The m.v. <i>Esquima</i> (Dodwell & Co.), sailed from Singapore on the 8th inst., and is expected here on the 13th inst.		Humidity ... 64	
Helios, Norwegian str., 1,112 tons, Capt. O. S. Olsen, from Bangkok and Swatow, with a general cargo, lying at buoy No. C42—Thoresen & Co.		WARSHIPS IN PORT.		Wind ... E	
Independence, American str., 4,733 tons, Capt. J. L. Jones, from Philadelphia and Haiphong, with case oil and general cargo, lying at Laichikok.		Warships in port yesterday were: "South Wall Basin, <i>Scramis</i> and <i>Scaph</i> ; East Wall Basin, <i>Tarantula</i> and <i>Onslaught</i> ; S/Ms. <i>L13</i> and <i>L19</i> ; West Wall Dock, <i>Durban</i> ; In Dock, <i>Sirdar</i> and <i>Robin</i> ; Taikoo Dock, <i>Peterel</i> and <i>Tern</i> ; Kowloon Dock, <i>Magnolia</i> ; No. 2 Buoy, <i>Belgo</i> ; No. 6 Buoy, <i>Frédéric</i> ; No. 8 Buoy, <i>Danae</i> ; No. 12 Buoy, <i>Keppel</i> ; No. 13 Buoy, <i>Ruthenia</i> , and <i>Kharki</i> .		Direction ... E	
Kama Maru, Japanese str., 4,885 tons, Capt. S. Euya, from Shanghai, which port she left on September 6th, with a general cargo, lying at buoy No. A4—N.Y.K.		Foreign Men of War: French, <i>Crocodile</i> and <i>Argus</i> ; U.S.S. <i>Pampano</i> .		Force ... 5	
Kwang Sang, British str., 1,428 tons, Capt. A. D. Kelman, from Taingtau and Swatow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.		ST. LAWRENCE SHIP CANAL.		Rain ... 0.42	
Novara, British str., 4,301 tons, Capt. P. C. Headlam, from Shanghai, which port she left on September 6th, with a general cargo, lying at buoy No. A1—Mackinnon, Mackenzie & Co.		Mr. Hoover, U.S. Secretary of Commerce, speaking to representatives of the Press on the St. Lawrence Ship Canal, said he was convinced that this improvement would come ultimately.		Highest open-air Temperature, 8th: 78	
Oldenburg, German str., 5,197 tons, Capt. Oscar Hensen, from Yokohama and Shanghai. The latter port she left on September 6th, with a general cargo, lying at buoy No. A5—Jensen & Co.		Canada, said Mr. Hoover, had sent a Note saying that she intended to take no further steps until the full report was in. There were to be eight appendices to the report, of which seven were already agreed to, and the eighth would be ready in a fortnight or three weeks. He was unwilling to discuss the opposition to the project in Canada, but said the opposition that existed in Central New York State was based upon misapprehension.		Lowest open-air Temperature, 9th: 74	
Produce, Norwegian str., 743 tons, Capt. H. B. Thorbjornsen, from Saigon, which port she left on September 4th, with a cargo of rice, lying at buoy No. C38—Karsten Larsen & Co.		N.Y.K. PROFITS SATISFACTORY.		B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder	
Tokuho Maru, Japanese str., 4,287 tons, Capt. S. Takunaga, from Kobe and Hilo, with a general cargo, lying at buoy No. A34—N.Y.K.		FLEET NUMBERS NINETY.		From September 10th to 16th, 1927.	
West Chopka, American str., 4,580 tons, Capt. C. H. Brunn, from Manila, which port she left on September 6th, with sugar and general cargo, lying at buoy No. A10—Swynno Hoyt Inc.		A substantial profit is shown in the Nippon Yusen Kaisha's seventy-fourth report presented at the half yearly general meeting of shareholders.		High Water	
Yuen Sang, British str., 1,988 tons, Capt. J. H. Ferguson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.		The net profit for the half year is 2,788,217 yen. The paid-up capital of the N.Y.K. is given as 64,250,000 yen and the reserve fund, insurance, structural repair and other funds total 42,735,058 yen.		Low Water	
Haidis, for Bangkok.		The N.Y.K. fleet totals ninety vessels of between 2,000 and 13,000 tons, and forty-two steam launches and tugs, with a total tonnage of 606,690. Its affiliated company, the Rinkai Yusen Kaisha, has a fleet of forty-three vessels of tonnage between 511 and 8,000, and fourteen steam launches and tugs, totalling 105,231 tons. Thus the combined fleets total 711,921 tons.		Days of Week	
Hua Ming, for Hongkong.		CLEARANCES.		Date	
Kama Maru, for Canton.		September 9th.		Sunrise	
Yuen Sang, for Singapore.		Haidis, for Bangkok.		Sept. 10th	
Oldenburg, for Manila.		Hua Ming, for Hongkong.		11th	
Tokuho Maru, for Shanghai.		Kama Maru, for Canton.		12th	
West Chopka, for San Francisco.		Yuen Sang, for Singapore.		13th	
Hing Wo, for Kwang Chaw Wan.		Oldenburg, for Manila.		14th	
		Tokuho Maru, for Shanghai.		15th	
		West Chopka, for San Francisco.		16th	
		Hing Wo, for Kwang Chaw Wan.		17th	
				18th	
				19th	
				20th	
				21st	
				22nd	
				23rd	
				24th	
				25th	
				26th	
				27th	
				28th	
				29th	
				30th	

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"Henry Keswick"

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B. M. DYER, B.Sc., M.L.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

CANTON	... "KWONGSANG"	Saturday, 10th Sept., at 5 a.m.
STRAITS & CALCUTTA	... "KITSANG"	Saturday, 10th Sept., at 3 p.m.
SANDAKAN	... "HINSANG"	Saturday, 10th Sept., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWANGSANG"	Monday, 13th Sept., at 10 a.m.
SHANGHAI	... "YUENSANG"	Monday, 13th Sept., at 5 p.m.
CANTON	... "HANGSANG"	Tuesday, 13th Sept., at 6 a.m.
CANTON	... "YATSHING"	Wednesday, 14th Sept., at 6 a.m.
OSAKA via AMOI, MOJI & KOBE	... "LAISANG"	Wednesday, 14th Sept., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWONGSANG"	Wednesday, 14th Sept., at 10 a.m.
STRAITS & CALCUTTA	... "NAMSANG"	Wednesday, 14th Sept., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "HANGSANG"	Sunday, 18th Sept., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "YATSHING"	Tuesday, 20th Sept., at 5 p.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	... "HOSANG"	Sunday, 25th Sept., at 7 a.m.

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 GENERAL MANAGERS.
 TELEPHONE CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

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Motor Vessel "GLENLUCIE"	... (via Oran)	19th October
Steamship "CARMARTHENSHIRE"	... (via Oran)	2nd November
Motor Vessel "GLENLUCIE"	... (via Oran)	30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARMARTHENSHIRE"	... Due Hong Kong.
Motor Vessel "GLENBARRY"	... 18th September
Motor Vessel "GLENLUCIE"	... 29th September
Steamship "CARMARTHENSHIRE"	... 18th October
Motor Vessel "GLENLUCIE"	... 27th October
Motor Vessel "GLENLUCIE"	... 10th November

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FAR EASTERN
 PASSENGER AND
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Cabin class: 873 4s. Od.
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 To GENOA.

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Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
CLASS AND 150	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
INTERMEDIATE CLASS	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
PASSENGERS	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
S.S. "SAABRUECKEN"	24th Sept. 1927.	
S.S. "COBLENZ"	27th Sept. 1927.	22nd Oct.
S.S. "FULDA"	24th Oct.	19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEBWARD SAILING:
 S.S. "ROLAND" ... on or about 8th October, 1927
 S.S. "SCHLESSEN" ... on or about 9th November, 1927
 * Calling at Marseilles besides the usual ports.
 * Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
 S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

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MELCHERS & CO.

Telephone C. 4557.
 4, Queen's Building, Chater Road. HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN	
(Occupying 8 to 9 Days)	
HAINING	Saturday, the 10th September, at 1 p.m.
HAIHONG	Tuesday, the 13th September, at 1 p.m.
HAIYANG	Friday, the 16th September, at 1 p.m.

* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$90.00 including Meals while the Steamer is in For. For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
 General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER
SAILINGS 1927.

Steamers	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 21
EMPERESS OF RUSSIA	Oct. 28	Oct. 31	Nov. 3	Nov. 6	Nov. 13
EMPERESS OF ASIA	Nov. 18	Nov. 21	Nov. 24	Nov. 27	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 23
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 20
EMPERESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 10
EMPERESS OF CANADA	Feb. 15	Feb. 18	Feb. 21	Feb. 24	Mar. 2

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE
£120 £112 £83

All First and Second Class Rooms on the "EMPERESS OF CANADA," "EMPERESS OF ASIA" and "EMPERESS OF RUSSIA" are fitted with Hot and Cold Running Water.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 30	Sept. 1	Sept. 10	Sept. 12
Sept. 20	Sept. 22	Oct. 1	Oct. 3

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 753. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
£120, £114, £110, £102, £83; via SAN FRANCISCO.
£140, £130, £120, £110, £90; via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ... Tuesday, 20th Sept.
SIBERIA MARU ... Tuesday, 4th Oct.
TAIYO MARU ... Tuesday, 18th Oct.

LONDON via Singapore, Suez, Marseilles & Ports.
KATORI MARU ... Saturday, 24th Sept.
KATSUMI MARU ... Saturday, 8th Oct.
KASUMI MARU ... Saturday, 22nd Oct.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 21st Sept.
AKI MARU ... Wednesday, 19th Oct.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ... Wednesday, 21st Sept.

NEW YORK and/or BOSTON via PANAMA.
MAYEBAH MARU ... Thursday, 22nd Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU ... Friday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Monday, 19th Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.
OSAKA MARU (Mojito direct) ... Sunday, 11th Sept.
BANGKOK MARU ... Saturday, 17th Sept.
HAKONE MARU ... Monday, 19th Sept.
PENANG MARU (Mojito direct) ... Tuesday, 20th Sept.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Dept.).

HOLLAND EAST ASIA LINE

of the United Netherlands Navigation Company.
Regular twice-weekly service between Japan, Vladivostok, China, Hong Kong, Manila, Singapore and Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

ARRIVALS FROM EUROPE:
S.S. "MADOERA" ... 19th September.
S.S. "OLDEKERK" ... 17th October.
S.S. "GEMMA" ... 16th November.

SAILINGS FOR EUROPE:
S.S. "OLDEKERK" ... 2nd October.
S.S. "MADOERA" ... 30th October.
All Steamers have a Limited Accommodation for Passengers. For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,
Agents, York Building
Telephone: Central No. 1874.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS FAIR.

THROUGH CARGO, HEAVY.

The Harbour Office returns during the 24 hours ended at 9 a.m. yesterday showed that freights imported into the Colony were fair and that cargoes for other ports were heavy.

Out of thirteen arrivals, freights for Hong Kong were discharged from 11 steamers. The total amount imported was 13,961 tons. Two British vessels were responsible for 2,401 tons. The two best returns were shown by the s.s. *Mapia* and the *Kohoku Maru*. The former, a new Dutch vessel, carried 2,933 tons from Tegal, and the latter 2,390 tons from Dairen.

Through cargoes were manifested by five steamers and totalled 29,919 tons. Of these, two British ships contributed 2,303 tons. The heaviest carrier was in the *Mapia*. She had no less than 9,288 tons of sugar from Tegal. The *Takushima Maru* from Moji came next with 6,768 tons.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	2	2
Dutch	1	1
Norwegian	3	1
Japanese	4	2
Chinese	3	2
French	0	1
	13	9

The Carriers.
S.S. *Lycan* (British) from Singapore, 1,201 tons general for Hong Kong and 2,113 tons for other ports.

S.S. *Ryong Sang* (British) from Tientsin and Swatow, 1,200 tons general for Hong Kong and 690 tons for other ports.

S.S. *Mapia* (Dutch) from Tegal, 2,933 tons sugar for Hong Kong and 9,288 tons for other ports.

S.S. *Produce* (Norwegian) from Saigon, 1,300 tons general for Hong Kong.

S.S. *Helios* (Norwegian) from Bangkok and Swatow, 641 tons general for Hong Kong.

S.S. *Kohoku Maru* (Japanese) from Dairen, 2,390 tons coal for Hong Kong.

S.S. *Kishu Maru* (Japanese) from Tientsin, 2,800 tons salt for Hong Kong.

S.S. *Takushima Maru* (Japanese) from Moji, 753 tons general for Hong Kong.

S.S. *Kamo Maru* (Japanese) from Shanghai, 23 tons general for Hong Kong and 4,060 tons for other ports.

S.S. *Hwah Cheng* (Chinese) from Hongkong, in ballast.

S.S. *Wing Wo* (Chinese) from Port Bayard, 550 tons general for Hong Kong.

S.S. *Tak Hing* (Chinese) from Au Tau, 50 tons general for Hong Kong.

DAILY WATERFRONT NEWS.

MORE WOULD-BE SUICIDES.

"PRESIDENT" LINERS.

[BY LONGSHOREMAN.]

The s.s. *President Grant* of the American Mail Line will arrive from Manila on Sunday morning. She will sail for San Francisco and Los Angeles via Shanghai, Kobe, Yokohama and Honolulu on Monday, September 12th, 1927, at midnight, instead of on Tuesday, as previously notified.

The s.s. *President Lincoln* of the Dollar Steamship Line will arrive from San Francisco and Los Angeles via Honolulu, Japan Ports and Shanghai on Monday afternoon and will sail for Manila on the following day at 6 p.m.

The s.s. *President Harrison* of the Dollar Steamship Line will arrive from the United States on Monday morning and will continue her voyage around the world, making the following ports of call en route:—Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa and Marseilles. From Marseilles she will continue to Boston and New York and from there to Havana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Kobe and Shanghai and thence to Hong Kong.

To Established His Identity.
A Chinese before seeking a watery grave took great pains to declare to the world who he was, and to make sure that people would not regard his death as accidental, he wrote in Chinese characters the words "Suicide."

He took the dive from the Praya Wall at Kennedy Town, but the splash attracted some fishermen, who at once went in after the would-be suicide. The man was fished out and in his pocket was found a piece of paper describing himself as Ng Sui Tak, 25 years of age and giving particulars of his birth and origin. Another piece of paper bore the word "Suicide."

Beggar Attempts To End Life.

A blind beggar also sought to end his life in the harbour. He was seen to leap from the waterfront near Whitty Street, but was rescued by a Chinese. The latter disappeared from the scene after having seen the beggar turned over to the care of the police, and efforts to trace him for the purpose of commending him for his gallant act have not been successful.

Chinese Deck Passengers.

The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 557.

Chapel Island Lights.

According to the s.s. *Nimrod*, the Chapel Island Lights were not burning at 8 p.m. on September 8th.

VESSELS EXPECTED.

Bank Line.
City of Salford, Oct. 1st.
City of Tokio, Nov. 28th.
City of Wellington, Oct. 15th.
City of Winnipeg, Dec. 24th.
Blue Funnel Line.
Achilles, Sept. 15th.
Aeneas, Sept. 20th.
Calchas, Sept. 12th.
Demodocus, Nov. 17th.
Diomed, Oct. 8th.
Eurypylos, Oct. 25th.
Keemun, Sept. 21st.
Oanfa, Nov. 10th.
Orestes, Oct. 30th.
Phemius, Oct. 31st.
Protesilaus, Oct. 25th.
Sarpedon, Oct. 20th.
Talthybius, Nov. 12th.
Teiresias, Oct. 18th.
Theseus, Oct. 1st.
Tyndareus, Oct. 2nd.
British India and Apear Line.
Takliwa, Sept. 13th.
Talma, Sept. 13th.
Tilawa, Sept. 25th.
Canadian Pacific Line.
Empress of Asia, Sept. 12th.
Empress of Canada, Sept. 16th.
Dodwell.
Bullion Castle, Sept. 24th.
Esquilino, Sept. 13th.
Kendal Castle, Oct. 14th.
Romolo, Oct. 15th.
Eastern and Australian Lines.
Arafura, Oct. 3rd.
Tanda, Nov. 7th.
Messageries Maritimes.
Capitaine Faure, Sept. 20th.
D'Arnyman, Sept. 27th.
General Metinger, Oct. 11th.
Portheos, Nov. 6th.
Si-Kiang, Oct. 21st.
Sphinx, Oct. 23th.
Angers, Sept. 13th.
Miscellaneous.
Japan (S.E.A.), Oct. 12th.
Japanese Prince (Furness, F.E.), Sept. 15th.
Sumatra (S.E.A.), Sept. 24th.
Nippon Yusen Kaisha.
Aki Maru, Sept. 15th.
Akita Maru, Sept. 18th.
Anjo Maru, Sept. 15th.
Awa Maru, Sept. 27th.
Hakata Maru, Sept. 19th.
Hakone Maru, Sept. 18th.
Katori Maru, Sept. 23rd.
Kishu Maru, Sept. 15th.
Moyebashi Maru, Sept. 21st.
Panang Maru, Sept. 19th.
Rangoon Maru, Sept. 18th.
Shingo Maru, Sept. 13th.
Siberia Maru, Sept. 25th.
Sungshan Maru, Sept. 23rd.
Tango Maru, Sept. 20th.
Tokio Maru, Sept. 25th.

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT
S.S. "KABINGA" ... London, Rotterdam, Hamburg & Leith ... 14th September
S.S. "CITY OF PERTH" ... Havre, London & Glasgow ... 4th November

AUSTRALIA
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF BOMBAY" ... via Suez Canal ... 9th October
S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 8th November

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON, NEW YORK, PHILADELPHIA & HAWANA ... AMERICAN & ORIENTAL LINE
S.S. "OLIVEBANK" ... via Suez Canal ... 27th September

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... From Hong Kong ... 25th October

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Natal, London Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791.
23

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANEA"	8,155	17th Sept.	Marseilles, L'don, Antwerp & Hull.
"KIDDERPORE"	5,334	19th Sept.	Marseilles, L'don, Antwerp & Hull.
"KEYBER"	9,114	1st Oct.	Marseilles, L'don, Antwerp & Hull.
"ALIPORE"	5,273	8th Oct.	Straits, Colombo & Bombay.
"NYANZA"	7,023	12th Oct.	Straits, Colombo & Bombay.
"MALWA"	10,988	15th Oct.	Marseilles and London.
"NAUPOR"	8,233	20th Oct.	Straits, Colombo and London.
"KASHMIR"	8,955	29th Oct.	Marseilles, L'don, Antwerp & Hull.
"MACDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	28th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan. 1928	do.
"DEVANEA"	8,155	21st Jan.	do.
"MALWA"	10,988	4th Feb.	do.
"KEYBER"	9,114	13th Feb.	do.
"MACDONIA"	11,120	3rd Mar.	do.
"KASHMIR"	8,955	10th Mar.	do.
"MANTUA"	10,946	21st Mar.	do.
"KALYAN"	9,144	7th April	do.
"MONGOLIA"	16,504	14th April	do.
"MOREA"	10,953	28th April	do.
"KASHGAR"	9,005	12th May	do.

* Passengers to Singapore only.
* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	15th Sept.	Singapore, Penang and Calcutta.
"TILAWA"	10,000	30th Sept.	do.
"TAKLIWA"	7,936	5th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	30th Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ANAFURA"	6,000	23rd Oct.	do.
"TANDA"	6,956	2nd Dec.	do.
"ST. ALBANS"	4,500	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolombangara, Tawa, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"ALIPORE"	5,273	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
"TAKLIWA"	7,936	15th Sept.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,988	18th Sept.	S'hai, Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji and Kobe.
"LAHORE"	5,252	27th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,955	30th Sept.	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACDONIA"	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"TANDA"	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	12th Nov.	S'hai, Moji, Kobe and Yokohama.
"KASHGAR"	9,005	26th Nov.	do.
"ST. ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	10th Dec.	S'hai, Moji, Kobe & Yokohama.
"DEVANEA"	8,155	24th Dec.	do.
"MALWA"	10,988	7th Jan. 1928	do.
"KEYBER"	9,114	21st Jan.	do.
"MACDONIA"	11,120	4th Feb.	do.
"KASHMIR"	8,955	18th Feb.	do.
"MANTUA"	10,946	25th Feb.	do.
"MONGOLIA"	16,504	17th Mar.	do.
"MOREA"	10,953	30th Mar.	do.
"KASHGAR"	9,005	13th April	do.
"MALWA"	10,988	27th April	do.
"DEVANEA"	8,155	11th May	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own local expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cornmarket Road Central, HONGKONG.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

M.V.	Destination	Leaving about
"DELHI"	...	27th September
"AGRA"	...	8th October
"SUMATRA"	...	2nd November
"JAPAN"	...	20th November
"FORMOSA"	...	10th December

FOR SHANGHAI AND JAPAN PORTS.
Leaving about
M.V. "SUMATRA" ... 24th September
M.V. "JAPAN" ... 10th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.

